

# Stage 2 ION: Light Rail Transit from Kitchener to Cambridge

## **Public Consultation Centre No. 2 - Summary Report**

Kitchener - February 23 2017

Preston - February 28 2017

Cambridge - March 1 2017

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### Executive Summary

Public Consultation Centre No. 2 for the Stage 2 ION transit project assessment process were held by the Region of Waterloo's rapid transit team on February 23, February 28, and March 1, 2017. These public consultation centres were held on three separate dates in different venues located across the study area to accommodate local residents to the greatest extent possible:

- February 23<sup>rd</sup> – Kitchener – Kitchener Lions Arena – 4PM to 8PM
- February 28<sup>th</sup> – Preston – Kin Club of Cambridge – 4PM to 8PM
- March 1<sup>st</sup> – Cambridge – Newfoundland Club – 2PM to 8PM

Local residents were notified of the public consultation centres through emails, letters, on-street advertising, social media posts, and newspaper advertising.

The objective of public consultation centres was to provide updates on the project's progress, and offer a platform in which to obtain feedback. The focus of the information provided at this second round of public consultation centres was the presentation of the short-listed route and stop locations, the evaluation process, and the Preliminary Preferred Route.

In total, 347 people signed in at the three venues and 383 comments were submitted as of March 20, 2017. Of the comments received 62 were in person comment sheets submitted at the venues, 62 submissions were received via email/mail and 259 comments were received via the project website. Subsequent comments received by the Region will continue to be reviewed as part of the study.

Of the comments received several common themes have been identified. Of the comments that were supportive of the Preliminary Preferred Route, residents most often identified the following reasons as to why:

- Coverage – Residents were in favor of the areas the light rail transit would provide service to including commercial or residential areas, the connections to transit hubs, or site specific areas such as Preston, Galt, Fairview Park Mall, Sportsworld and Hespeler Road. They were also in favour of the regional connection the route would provide – connecting residents of Cambridge to Kitchener and Waterloo.
- Environmental Benefits – Residents identified the environmental benefits that light rail transit would bring such as pollution reduction by providing a more sustainable transportation option as a reason for supporting the Stage 2 route.
- Redevelopment Potential – A number of residents were in favour of the growth and development the light rail transit would attract, included transit oriented development that focuses on walking, cycling, and transit friendly communities.

- Transportation – Residents stated support for providing an alternative to automobile travel with increasingly congested roads in the region. The affordability of a stronger transit network in comparison to automobile travel was identified as well.

Most of the comments received that identified challenges or concerns were area specific. Of these area specific concerns a majority were focused on the N3 route alternative in the Preston community. The following are the most cited concerns identified along N3: property impacts, auto/freight traffic, heritage conservation, natural environment, and noise/character/aesthetic.

Other area specific challenges identified are as follows:

- F2a (River Road Extension) – traffic, natural environment
- K2 (South Kitchener/Sportsworld) – traffic, natural environment, transit hub development
- C1a-C2 (Central Cambridge) – auto/freight traffic
- S2a-S3 (Downtown Cambridge) – property impacts/low income displacement, heritage conservation, preservation of Mill Creek trail, natural environment, GO Transit connection/location

General challenges and concerns identified by residents included the following:

- Potential lack of ridership
- Cost to develop/maintain
- Construction impacts to residents and businesses
- Active Transportation access/connections
- Impacts resulting from restricted left turns
- Introduction of new mobility technologies such as autonomous vehicles
- Lack of key stop locations
- Unserved areas (recommendations for alternative routes)

Next steps for the project include additional public consultations later in the preliminary design process, once the impact assessment has been completed and property requirements are further developed. Following the completion of public consultations, final refinements will be incorporated and the environmental project report will be completed. Further information on the commencement of the transit project assessment process and opportunities for public comment on the environmental project report will also be provided at future public consultation centres.

## 1. Introduction

### 1.1. Project Overview

The ION light rail transit project started as an individual environmental assessment in 2006. Prior to this, technical studies for a rapid transit project were prepared in 2004-2005. These technical studies concluded that rapid transit was a feasible transportation alternative and a strategic financial investment that would support the Region's economy, competitiveness, and growth over the next 30 years, while meeting Provincial and Regional planning goals. The Region subsequently provided a notice of intent to transition from individual environmental assessment to transit project assessment process (Ontario Regulation 231/08) to the Ministry of the Environment (currently the Ministry of the Environment and Climate Change).

In June 2011, after completion of the Stage 1 ION transit project assessment process, the Region of Waterloo Council approved a staged approach to light rail transit from Waterloo to Cambridge in Stage 2. Stage 1 ION (currently under construction) includes light rail transit from Waterloo to Kitchener. Stage 1 ION also includes ION bus rapid transit between Kitchener and Cambridge, a service that was launched in September 2015, as the first step in implementing Stage 2 ION light rail transit in the corridor.

Stage 2 ION will extend light rail transit to downtown Cambridge, replacing the bus rapid transit system constructed in Stage 1. This will create a continuous light rail transit system across the Region's three urban centres: Waterloo, Kitchener and Cambridge. When approving the staged approach to the ION system in 2011, a Stage 2 ION light rail transit route and stop locations were endorsed by Council. The Stage 2 endorsed route is currently being re-evaluated by the Stage 2 ION project team to prepare for the formal commencement of its own transit project assessment process. The process involves stakeholder and public consultation that will help define and develop the project and ultimately form part of the environmental project report.

### 1.2. Transit Project Assessment Process Consultation Requirements

The Stage 2 ION project is following the transit project assessment process, an impact assessment process applied to proposed transit projects. The transit project assessment process will assess positive impacts and either provide alternatives to avoid negative impacts or provide appropriate mitigation solutions. In preparation for the formal transit project assessment process, information and background studies are being completed and will be shared with stakeholders and residents. This advance work will examine the entire 'environment' which includes natural, cultural/social, economic, and transportation environments.

The transit project assessment process regulation sets out a prescribed and structured consultation process to provide information about the proposed transit project and to gather comments, input and feedback from stakeholders and residents. The transit project assessment process starts with a “selected transit project,” a single, distinct system layout or concept detailing the route and stop locations, which is identified through a planning process carried out before commencing the formal transit project assessment process. The public consultation centres are an essential part of the planning process to assess various route options and arrive at a single preferred alternative.

## 2. Consultation Process (Public Consultation Centre No. 2)

### 2.1. Purpose

Public Consultation Centre No. 2 is the second round of public consultation. Public Consultation Centre No. 1 was conducted to introduce residents and other stakeholders to the Stage 2 ION planning and approvals process, share the study area and proposed criteria to be used to evaluate route alternatives, and gather input on the various light rail transit routes and stop locations.

Input collected at Public Consultation Centre No. 1 was used to screen the potential route alternatives and stop locations to a short list for evaluation, and finalize the evaluation criteria. The evaluation criteria were then applied to each shortlisted alternative in order to determine a ‘Preliminary Preferred Route.’

The intent of Public Consultation Centre No. 2 was to present the short-listed route and stop alternatives, explain how the alternatives were compared and evaluated, present the Preliminary Preferred Route, and hear residents’ feedback on the Preliminary Preferred Route.

### 2.2. Consultation Method

The public consultation centres were held on three separate dates in different venues located across the study area, to accommodate local residents to the greatest extent possible. The dates, times and locations of Public Consultation Centre No. 2 were as follows:

- February 23, 2017 – Kitchener – Kitchener Lions Arena – 4PM to 8PM
- February 28, 2017 – Preston – Kin Club of Cambridge – 4PM to 8PM
- March 1, 2017 – Cambridge – Newfoundland Club – 2PM to 8PM

Participants were invited to view 24 display boards, arranged to display the process leading to the selection of the Preliminary Preferred Route. Information Packages were also made available for residents to take and read at their convenience. The Public

Consultation Centre No. 2 material, including the presentation boards and Information Packages were also made available on the project website: [www.stage2ION.ca](http://www.stage2ION.ca).

Project Team members, including the Region's Project Manager, were in attendance and were available to answer any questions or concerns. Many of the attendees engaged in one-on-one or small group discussions with members of the Project Team.

Residents were then provided with an opportunity to offer their written feedback in the following ways:

- complete and submit a comment sheet that was provided at the public consultation centre venues
- submit comments through the project website: [www.stage2ION.ca](http://www.stage2ION.ca)
- submit comments by email: [rtinfo@regionofwaterloo.ca](mailto:rtinfo@regionofwaterloo.ca)

The official cut-off for receiving input from residents was on March 17, 2017, however any input received subsequent to this date was reviewed by the project team as well.

The Public Consultation Centre No. 2 comment sheet can be found in Appendix A. Questions posted on the project website can be found in Appendix B.

### **2.3. Outreach and Notification**

In order to provide access to a larger portion of the population, 3 different venues, dates, and times were selected for the public consultations. In light of the Canadian Union of Public Employees strikes that occurred shortly before the scheduled dates, 2 of the 3 originally advertised venues were changed. The decision to change the venues despite the short notice was made by the Region to ensure access would not be restricted to residents.

Residents were notified of opportunities to participate using emails, letters, on-street advertising, Twitter postings, Facebook postings, and newspaper advertisements, as summarized below.

#### **Project Website**

Details about the public consultation opportunities were posted online at [www.stage2ION.ca](http://www.stage2ION.ca).

#### **Emails**

3,022 residents and stakeholders received emails notifying them of Public Consultation No. 2 and the opportunity to provide input via comment sheets, or by providing feedback online.

### Letters

More than 580 letters were sent to stakeholders inviting them to attend and participate in the public consultation centre. More than 200 hand delivered notices were distributed to residents on Eagle Street in Cambridge.

### On-Street Advertising

A total of six road signs were placed across the study area detailing the place, time, and date of the updated Public Consultation Centre No. 2 meetings. Two road signs were placed on a particular segment of roadway, one in each direction, to ensure that motorists travelling in both directions were informed of the meeting. Two road signs were placed at the originally scheduled venues, which were updated and replaced following the change in venue noted above.

The updated signs were placed in the following locations:

- Fairway Road at Fairview Park Mall/Best Buy in Kitchener
- King Street and Eagle Street in Cambridge (Preston)
- Ainslie Street and Water Street in Downtown Cambridge

Signage was up as early as February 8, 2017 and removed March 3, 2017.



Figure 1: On-Street Advertising, City of Cambridge

### Twitter Postings

The Region of Waterloo has a Twitter account for the light rail transit ION project, called **@ridelONrt**. Several tweets were posted prior to Public Consultation Centre No. 2, the following are two examples:



**Figure 2: Public Consultation Centre No. 2 Twitter Posting**

### Facebook Postings ([www.Facebook.com/ridelION](http://www.Facebook.com/ridelION))

The Region of Waterloo has a Facebook account and posted a number of newsfeeds advertising the public consultation centre including the following:

 **ION - Waterloo Region's rapid transit service**  
Published by Scott McNair [?] · February 10 ·

We want your input on the LRT route from Kitchener to Cambridge.  
Visit [www.Stage2ION.ca](http://www.Stage2ION.ca) to view the preliminary preferred route and make comments online, or attend one of our in-person meetings:

Kitchener Lions Arena, Thursday February 23, 4-8 p.m.  
Kin Club of Cambridge, Tuesday February 28, 4-8 p.m.  
Newfoundland Club, Wednesday March 1, 2-8 p.m.

All public consultation materials are available now at [www.Stage2ION.ca](http://www.Stage2ION.ca),  
to comment online visit: <http://bit.ly/2IxMHWP>



**Figure 3: Public Consultation Centre No. 2 Facebook Posting**

### Newspaper Advertising

Ads were printed in the following publications and dates:

- Cambridge Times - February 16, 2017
- Kitchener Post - February 16, 2017
- Waterloo Record - February 17, 21, and 23, 2017

Samples of the ads can be found in Appendix C.

### 2.4. Participation

In total, 347 people signed in at the three venues:

- Kitchener, Kitchener Lions Area (February 23) – **71**
- Preston, Kin Club of Cambridge (February 28) – **149**
- Cambridge, Newfoundland Club (March 1) – **127**

In total, 383 written submissions were received as of March 20, 2017 and evaluated for the summary report:

- In person comment sheet submission at venues – **62**
- Email/mail submission – **62**
- Online submission via project website – **259**

Considerations continue to be made to subsequent comments being received by the Region.

### 3. Key Results

The second round of public consultation resulted in nearly 400 residents submitting their thoughts, comments, appreciations and concerns regarding the Preliminary Preferred Route. The following sections provide an overview of the comments raised most frequently.

#### 3.1. General Support

Many residents who provided written feedback were supportive of the light rail transit route, and if concerns were expressed they were mostly site specific rather than aimed at light rail transit implementation as a whole. The following is a number of topics that identify residents' motives for support:

##### Coverage

A number of residents stated that a strength of the Preliminary Preferred Route was its ability to service a number of key areas in Cambridge including the Preston and Galt communities; commercial areas such as Fairview Park Mall, Sportsworld, and Hespeler Road, and institutions such as the YMCA. The ability to connect Cambridge with Kitchener and Waterloo via light rail transit was a strength that was mentioned on multiple occasions.

##### Environmental Benefits

Multiple residents were in favour of light rail transit's ability to help combat pollution by providing a more sustainable transportation option in the Region.

##### Redevelopment Potential

Many residents were supportive of the redevelopment potential that would result from the implementation of light rail transit and the positive effect this would have on job creation and the economy. Support was also shown for the ability of light rail transit to support transit oriented development – more densely populated, walking and cycling friendly community nodes located around transit stations or stops.

## Transportation

Residents identified light rail transit's ability to provide an alternative to the automobile as a strength. Easier travel for those using transit was also noted, as well as the benefit of a more affordable option for transportation.

Several comments noted light rail transit's ability to provide an alternative mode of transportation to the automobile and the increasingly growing congested areas in the Region as a strength.

### 3.2. Area Specific Support

The following section identifies specific areas along the Preliminary Preferred Route that received positive feedback from residents:

#### F2a (Kitchener)

A number of residents viewed the utilization of the proposed River Road extension as a strength. Avoiding the Fairway Road/King Street intersection was noted as a positive.

#### K2 (Sportsworld)

Several residents noted support for the K2 route as it provides a more direct connection to Sportsworld in comparison to the original route and stop location. A number of residents were supportive of the conversion of the existing Grand River heritage bridge to accommodate solely active transportation.

#### N3 (Preston)

Although there were several challenges identified along the N3 corridor (described in the following section) several residents voiced their support for the N3 route and for a stop to be located in Preston. Some of the reasons stated for supporting the N3 route include Preston residents having access to the light rail transit in the Region, the ability for the light rail transit to serve a more densely populated area (higher ridership), the anticipated growth that will occur in the community as a result of light rail transit implementation, the prevention of population decline, and the opportunity for the light rail transit to connect with King Street buses.

#### C1a-C2 (Central Cambridge)

A number of residents viewed the avoidance of the Eagle Road/Pinebush Road/Hespeler Road intersection as well as the utilization of the abandoned rail corridor as a strength. A number of residents supported the C2 route for its access to commercial/institutional uses as well as the intensification potential along the corridor.

#### S2a-S3 (Downtown Cambridge)

A number of residents viewed the avoidance of the Delta intersection as well as the utilization of the abandoned rail corridor as a strength. There was significant support of the potential future connection of light rail transit with GO Rail. Connecting light rail

transit with major transit hubs such as the Ainslie Street Terminal was noted as a strength. Residents were also in favour avoiding the heritage impacts along Ainslie Street and Water Street in downtown Cambridge.

### **3.3. General Challenges & Concerns**

The following is a summary of the most frequently raised challenges and concerns regarding the Preliminary Preferred Route that were identified in the comments.

#### **Ridership/Cost**

The feedback received included input which identified an overall opposition to the implementation of Stage 2 light rail transit. The main concerns focused on the cost of implementation and maintenance and potential lack of sufficient ridership to support light rail transit. A number of residents expressing concerns over lack of ridership requested existing Grand River Transit ridership stats be utilized as a benchmark to determine the feasibility of light rail transit.

#### **Construction**

A number of concerns related to construction impacts that would result from light rail transit implementation. Challenges identified focused on increased congestion and impeded access to homes and businesses. Many residents noted the difficulty for businesses to remain viable in light of construction and loss of access.

#### **Active Transportation (AT) Access/Safety**

Residents listed concerns over pedestrian and cyclist safety along the corridor as well as to and from stops. These concerns included the ability of students to travel safely along to corridor to schools and institutions.

#### **Restricted Left Turns**

Several residents expressed concerns regarding restricted access to homes, businesses, and institutions subsequent to light rail transit implementation. Business and institutional concerns were focused on left turn restrictions and their potential negative impact to operations.

#### **Emergency Services**

Residents stated a potential challenge of the light rail transit implementation included interference with emergency services such as police, fire, and ambulance. Residents were concerned that implementation would have a negative impact on quick response times of emergency vehicles.

#### **New Mobility**

A few individuals that opposed the implementation of light rail transit stated that in light of emerging technologies such as autonomous vehicles, light rail transit technology

would become obsolete. They believed that autonomous vehicle technology should be utilized to address existing and future congestion problems, not light rail transit.

### **Additional Stop Locations**

A number of residents provided recommendations for additional stop locations along the route. The most common requests were:

- Grand River Hospital (Freeport Campus)
- Eagle Street/Concession Road
- Beverly Street/Dundas Street
- Shantz Hill Road (near Preston Heights community)
- Hespeler Road – Multiple Locations

### **Alternative Route Suggestions**

A number of residents expressed concerns regarding certain nodes within the Region that would not be served by the Preliminary Preferred Route. The following locations were most commonly identified:

- King Street/Coronation Boulevard (Cambridge Memorial Hospital)
- Homer Watson Boulevard (Conestoga College)
- Hespeler Village
- Region of Waterloo International Airport

## **3.4. Area Specific Challenges**

The following section identifies specific areas along the Preliminary Preferred Route in which residents identified challenges and concerns:

### **F2a (River Road Extension)**

The following is a list of challenges and concerns raised that were specific to the F2a route:

#### **Traffic**

Concerns were raised regarding traffic impacts to the River Road corridor that would result from implementing light rail transit within the proposed right-of-way.

#### **Natural Environment**

Concerns over the environmental impacts to the Hidden Valley area were expressed.

## **K2 (South Kitchener / Sportsworld)**

The following is a list of challenges and concerns raised that were specific to the K2 route.

### **Traffic**

Concerns over the traffic impacts along King Street and in the Sportsworld area were expressed by residents.

### **Natural Environment**

Concerns over the environmental impacts resulting from a new structure over the Grand River were expressed by residents.

### **Transit Hub**

A number of residents expressed concerns regarding the light rail transit's proposed Sportsworld stop and its proximity to the existing bus transit hub (Grand River Transit, GO Transit and Greyhound). Residents want to ensure light rail transit is integrated with the bus services to allow for easy and convenient transfers.

## **N3 (North Cambridge / Preston)**

The greatest number of challenges raised within the written feedback were related to the N3 route which runs through the Preston community. The following is a list of challenges and concerns raised that were specific to the N3 route:

### **Property Impacts**

A significant number of residents raised concerns regarding property impacts that would occur as a result of light rail transit running along Moore Street and Eagle Street. Residents were concerned that their homes and/or the homes of others in their community would be displaced and that families would be required to move away from the neighbourhood. Individuals stated concerns regarding their property values decreasing as a result of this project. Property impact concerns also included potential business and institutional impacts (such as churches) along the N3 corridor. Several responses requested that specific property impacts be identified and for the expropriation process to be outlined.

### **Auto/Freight Traffic**

A number of residents expressed concerns regarding the impact the light rail transit would have on traffic conditions along Shantz Hill Road, Moore Street, and Eagle Street. Many residents noted existing congestion along the corridor and worried conditions would worsen with the implementation of light rail transit. Residents also noted that implementing light rail transit along Eagle Street will be a challenge as it is currently utilized as a detour route for automobiles and freight when issues arise along Highway 401.

### **Heritage**

A number of residents expressed the potential challenges of implementing the light rail transit along Moore Street and Eagle Street as there are a number of heritage properties located along the specific corridor. Residents did not want these properties impacted as a result of light rail transit implementation.

### **Natural Environment**

Residents expressed concerns regarding the natural environment along the N3 route. The challenges expressed were mainly focused around the Speed River and the effects new light rail transit infrastructure (including a new structure over the Speed River) would have on the sensitive riverbank including wetlands, wildlife, and the floodplain.

### **Noise/Character/Aesthetic**

Residents expressed their concerns regarding the impact of the light rail transit to their community's character and public realm. A number of residents described Preston as a quaint, quiet community whose character would be significantly impacted with the implementation of light rail transit. Many concerns were raised in regards to the noise associated with light rail transit and the overall aesthetic – of both the light rail transit running along Moore Street and Eagle Street, and the aesthetic of the structure that would be required over the Speed River. The effect the proposed structure would have on the Bob McMullen Trail in terms of noise, aesthetic, and character has been expressed as well. Intensification was also expressed as a concern as many believed that potential intensification the light rail transit would negatively impact the community's charm.

### **Alternative Route Suggestions**

- K1-N1 (Canadian Pacific Rail)
- K2-N2 (Maple Grove Road/Speedsville Road)
- Canadian Pacific Rail Spur (North of Eagle Street)

### **C1a-C2 (Central Cambridge)**

The following is a list of challenges and concerns raised that were specific to the C1a-C2 route:

#### **Auto/Freight Traffic**

A number of residents raised concerns regarding both automobile and freight traffic along the Hespeler Road with the implementation of C1a-C2.

### **S2a-S3 (Downtown Cambridge)**

The following is a list of challenges and concerns raised that were specific to the S2a-S3 route:

#### **Property Impacts/ Low Income Displacement**

A number of residents were concerned with the potential property impacts along Beverly Street. Residents also noted that several developments along Beverly Street provided low-income housing options for the community and concerns were raised regarding the potential displacement of low-income residents.

#### **Heritage**

A number of residents stated challenges with implementing S2a-S3 in regards to the impacts that may occur to the heritage homes along Beverly Street.

#### **Mill Creek Trail**

Concerns were raised in regards to the impacts the S2a-S3 route could potentially have on the Mill Creek Trail. A number of residents stated they frequently utilize the trail (for leisure, exercise, dog walking, etc.) and are not in favor of the trail being replaced.

#### **Environmental Concerns**

Residents expressed concerns regarding the environmental impact to Mill Creek. Concerns include potential impacts to the wildlife population – it was stated that a number of animals are part of the Creek’s ecosystem, and that efforts were recently made to restore the fish population to a healthy level.

#### **GO Transit Service**

A number of residents identified the lack of commitment from GO Transit to an extension of commuter rail service to Cambridge as a challenge to planning the Light Rail Transit route and stop locations, particularly the planning of a potential transit hub in downtown Cambridge.

## **4. Next Steps**

Additional public consultation will be held later in the preliminary design process, once the impact assessment has been completed and property requirements are further developed. Following the completion of public consultation, final refinements will be incorporated and the environmental project report will be completed. Further information on the commencement of the transit project assessment process and opportunities for public comment on the environmental project report will also be provided at future consultation events.

## **Appendices**

Appendix A – Public Consultation Centre No. 2 Comment Sheet Form

Appendix B – Public Consultation Centre No. 2 Project Website Questions

Appendix C – Public Consultation Centre No. 2 Print Ads

# Appendix A

## Public Consultation Centre No. 2 Comment Sheet Form

# Stage 2 ION: Light Rail Transit from Kitchener to Cambridge

## Public Consultation Centre No. 2

### Comment Sheet

**Tell us what you think!**

The Region of Waterloo is seeking public input on the Preliminary Preferred LRT Route for the Stage 2 ION TPA Process.

Public consultation for this project is a two-way communication process between the Region of Waterloo and affected or interested stakeholders.

This provides opportunities for information exchange and for those consulted to contribute to the decision-making.

Please provide us with your input so that your views can be considered during this phase of the ION Rapid Transit Project.

***Thank you for your participation!***

Completed Comment Sheets may be placed in the comment box or sent by mail, fax, or email no later than **March 17, 2017** to:

Region of Waterloo, Rapid Transit  
50 Queen Street N, Suite 830  
745-4040  
Kitchener, ON, N2H 6P4

InfoLine: 519-575-4400  
TTY: 519-575-4608, Fax: 519-

Email: [rtinfo@regionofwaterloo.ca](mailto:rtinfo@regionofwaterloo.ca)  
Facebook: [www.facebook.com/rideION](http://www.facebook.com/rideION)  
Twitter: @ROWRapidTransit  
Instagram: @rideION

An online comment sheet is also available at:  
[www.regionofwaterloo.ca/rapidtransit](http://www.regionofwaterloo.ca/rapidtransit)

## Feedback on the Preliminary Preferred Route

In considering the entire preliminary preferred route as presented within the display boards – and the related evaluation and analysis conducted – please share your opinions of and potential refinements to the route by answering the following questions:

<p><b>Positives</b> What do you like about the Preliminary Preferred Route – what are its strengths, advantages... what's good about it... what makes a lot of sense or resonates most strongly?</p>	<p><b>Enhancements</b> How can the 'positives' be made even better – how can the Preliminary Preferred Route be improved, refined, strengthened?</p>
<p><b>Objections</b> What do you dislike about the Preliminary Preferred Route – what are the weaknesses/disadvantages, things that work less well, things that don't make sense to you or that are potentially problematic?</p>	<p><b>Remedies</b> How can your concerns or objections be addressed – how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?</p>
<p><b>What Else?</b> What, if any, other comments, suggestions, ideas, feedback would you like to share?</p>	

Your comments and opinions are important, they will be used to verify study area conditions and constraints. Are there any additional study area conditions and constraints that the Project Team may have missed or should further consider?

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Do you have any comments or questions about the study and/or the work completed to date?

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Your Name:	
Mailing Address:	City:
Postal Code:	Phone Number:
Email:	

All comments and information received from Individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making decisions on this project. The project follows Ontario's Transit Project Assessment Process. Under the *Environmental Assessment Act* and the *Municipal Act*, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record and may be released if requested. If you have questions about the potential release of your information or about the collection of personal information, contact the Rapid Transit Infoline.

**The Region of Waterloo, Rapid Transit Division, 50 Queen Street North, Suite 830, Kitchener, ON N2H 6P4**  
T. 519-575-4757, TTY: 519-575-4608; Fax: 519-745-4040, Email: [rtinfo@regionofwaterloo.ca](mailto:rtinfo@regionofwaterloo.ca)

# Appendix B

## Public Consultation Centre No. 2 Project Website Questions

# Introduction Page – stage2ION.ca



## We want your input on the Light Rail Transit (LRT) route from Kitchener to Cambridge!

Introduction Feedback Your Response Outcome

### Introduction

We want your input on the light rail transit (LRT) route from Kitchener to Cambridge! A Preliminary Preferred Route is now available for your feedback.

This route has been identified using several criteria, including:

- Engineering considerations
- Environmental constraints
- Public feedback from the first round of consultation in 2015
- Potential impact to properties

For a complete list of the criteria used to determine the Preferred Preliminary Route, please see the **Public Information Package**. To review all documents related to Stage 2 ION please visit [www.Stage2ION.ca](http://www.Stage2ION.ca)

Your input will be used to identify issues that may need further consideration in the preliminary design stage of the route.

A third round of public consultation is planned for later this year with more details about the preliminary design of the preferred route expected at this time.

### In-person feedback

You can also provide input at one of three public consultation centres:

- Kitchener Lions Arena, Thursday February 23, 4-8 p.m.
- Kin Club of Cambridge, Tuesday February 28, 4-8 p.m.
- Newfoundland Club, Wednesday March 1, 2-8 p.m.

### Background

- 2011 – Region of Waterloo Council approves a staged approach to LRT from Waterloo to Cambridge
- 2014 – Stage 1 ION LRT Construction begins. Construction also begins on Stage 1 ION bus rapid transit (BRT) between Cambridge and Kitchener
- 2015 – BRT service is launched
- 2018 – Stage 1 ION LRT is planned to launch service

For more information on the background and history of rapid transit in the Region, please refer to [The ION Story](#) or visit the [rapid transit website](#)

### Further information

If you require further information please contact:

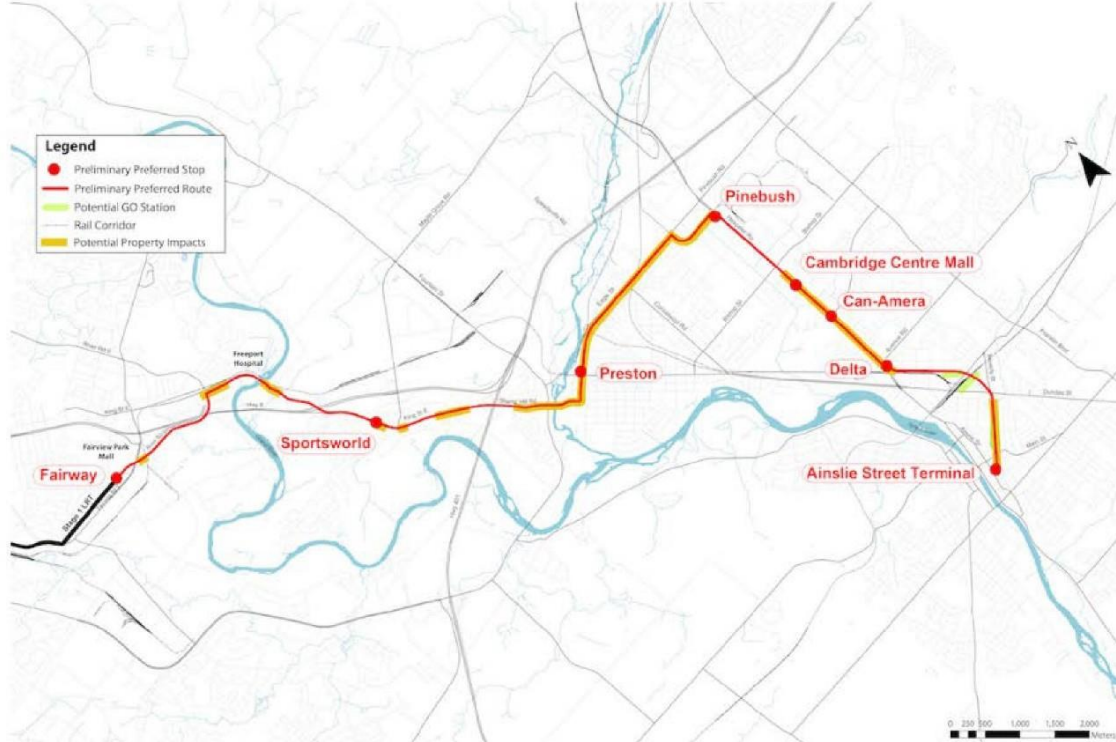
Rapid Transit  
Region of Waterloo  
50 Queen Street North, Suite 830  
Kitchener, Ontario, N2H 6P4

Phone: 519-575-4400  
TTY: 519-575-4608  
Email: [rtinfo@regionofwaterloo.ca](mailto:rtinfo@regionofwaterloo.ca)

# Question Page – stage2ION.ca

## Map of Preliminary Proposed Route - [click to enlarge](#)

If you would like to view maps that break down the Preliminary Preferred Route into sections, please see the **Public Infomaton Package** (pages 13 to 16). Once you've reviewed the maps, please make your comments below.



What do you like about the Preliminary Preferred Route?

What challenges do you see with the Preliminary Preferred Route?


What new issues or information do we need to consider about the Preliminary Preferred Route?

# **Appendix C**

**Public Consultation Centre No. 2 Print Ads**

## Cambridge Times Print Ad

PAGE 8 • Cambridge TIMES • Thursday, February 16, 2017



Region of Waterloo  
**Public Notice**

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**Notice of Public Consultation Centre  
Stage 2 ION:  
light rail transit from Kitchener to Cambridge**

The Regional Municipality of Waterloo invites you to attend a Public Consultation Centre for Stage 2 ION, light rail transit (LRT) from Kitchener to Cambridge.

Visit any location and share your thoughts on the preliminary preferred LRT route. All interested parties are welcome to attend an informal, "drop-in" Public Consultation Centre for this project as follows:

Thursday, February 23 from 4-8 p.m.  
Lions Arena  
20 Rittenhouse Rd., Kitchener

Tuesday, February 28 from 4-8 p.m.  
Kin Club of Cambridge  
1400 Hamilton St., Cambridge


Wednesday, March 1 from 2-8 p.m.  
Newfoundland Club  
1500 Dunbar Rd., Cambridge

For further information, visit [www.stage2ION.ca](http://www.stage2ION.ca) or please contact: Paula Sawicki, Manager, Rapid Transit Coordination, 519-575-4035 or via email [psawicki@regionofwaterloo.ca](mailto:psawicki@regionofwaterloo.ca)

**Accessibility:** This event is accessible for people with disabilities. Accessible Parking is available. If you require assistance to attend or participate in this meeting, or to access information in alternative formats, please contact Paula Sawicki (as above) at least five days prior to the meeting.

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision on the Recommended Design Alternative for this project. Under the "Municipal Act", personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to Paula Sawicki.

## Waterloo Record Print Ad



Region of Waterloo  
**Public Notice**

R0014212562

**We Want To Hear From You  
On This Upcoming Event!**

**Notice of Public Consultation Centre  
Stage 2 ION Light Rail Transit from Kitchener to Cambridge**

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# Stage 2 ION: Light Rail Transit from Kitchener to Cambridge

## **Public Consultation Centre No. 2 - Summary Report Addendum**

Kitchener - February 23 2017

Preston - February 28 2017

Cambridge - March 1 2017

**Appendix D – Comment Sheets and Email Submissions**

**Appendix E – Online Survey Responses**

# Appendix D

## Comment Sheets and Email Submissions

## APPENDIX D – COMMENTS SHEETS AND EMAIL SUBMISSIONS

Those who attended the PCC in person were given the opportunity to submit comments using a comment sheet, either at the venue or by mail. Comments were also able to be provided directly to the project team by email. The tables starting on the following page present the comments received up to the close of the comment period on March 17, 2017. The responses are organized as follows:

- Table D1:
  - What do you like about the Preliminary Preferred Route? (What are its strengths, advantages? What's good about it? What make a lot of sense or resonates most strongly?)
  - How can we make things better? (How can the Preliminary Preferred Route be improved, refined, strengthened?)
- Table D2:
  - What do you dislike about the Preliminary Preferred Route? (What are the weaknesses/disadvantages? Are there any areas that you feel are potentially problematic?)
  - How can your concerns or objections be addressed? (How can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
- Table D3: Are there any additional study area conditions and constraints that the Project Team may have missed or should consider further?
- Table D4: Do you have any comments or questions about the study and/or the work completed to date?

Information identifying individuals or specific addresses has been redacted as noted in square brackets, e.g. [ ... ]. Best efforts have been made to replicate comments as written, however where comments were only partially legible, some interpretation was required. Besides minor corrections for spelling, no other editing has been done. The original of each submission has been retained by the Project Team on file.

**TABLE D1**

Comment No.	What do you like about the Preliminary Preferred Route? (What are its strengths, advantages? What's good about it? What make a lot of sense or resonates most strongly?)	How can we make things better? (How can the Preliminary Preferred Route be improved, refined, strengthened?)
1	I like that it keeps the station in Preston. Going out Maple Grove was just a silly suggestion since there is hardly anything out there.	Add a stop at Eagle and Concession. Add a stop at Freeport Hospital. It would be nice if S1 could happen, with a GO Station at Samuelson, but that a "nice" not a "must".
2	New location for Sports World stop is much better. Maintain service for Preston. Avoid the Pinebush Hespeler intersection. Will provide a good central corridor for GRT.	Avoid the King and Sports World intersection, possibly by using stop closer to existing carpool lot and proceeding down Gateway Drive?
3	Like that it is as far to edge of Hidden Valley as possible.	Bike lines built from Fairway to Grand (where trails join) would be helpful. Does River Road extension have plans for bike lines to safely transport riders to Fairview Park Mall area? If so, could portion of King between extension and Grand River be "bike laned" to provide continuous safe passage from trails to Fairview Park Mall?
4	Connecting to Preston is a very positive thing supporting an existing downtown as opposed to a low density proposes development. Similarly, the route down King St. makes sense with the existing businesses along that route.	Mainly, the Beverly St. (S3) portion needs significant clarification before comment can be made on it. An additional stop should be considered between Can-Amera and Avenue Rd.
5	How long will it take to get to Cambridge and make connections?	
7	Looks good, balances the concerns of my i.e. environment, ridership, routing conflicts, existing property issues.	If we get approval for the alignment and funding could we see the extension built in stages i.e. tied in with other regional construction projects i.e. extension to sports world.
8		With some of the significant developments planner for West Galt (Conestoga College Campus, and the Gas Light District) would it not make sense to include a stop on the other side of the river? Or find a way to move the stop significantly closer to the people who are there. Allow the students to walk to the LRT stop rather than take a bus and have to transfer.
9	Ability to serve Freeport Hospital. Service to Preston. S2a and S3 to avoid Delta and use old rail route into Ainslie Terminal area. Service along King St, in south end of Kitchener.	Use old ERR track right of way from Eagle / William St. area, post Knights of Columbus to junction with CN spur (from Guelph) near 401, then follow on line to Hwy 24 (avoiding Eagle - Pinebush - 24 intersection). After crossing Fountain St. and Speed River run LRT on unused land behind Chopin to area of King and Eagle.
10	Glad to see the route includes a stop in Preston	Hope for minimal impact on residential properties

TABLE D1

Comment No.	What do you like about the Preliminary Preferred Route? (What are its strengths, advantages? What's good about it? What make a lot of sense or resonates most strongly?)	How can we make things better? (How can the Preliminary Preferred Route be improved, refined, strengthened?)
11	It's the right route. Most logical. Most future potential.	More stations - Freeport - Eagle / Concession St.
14	Elevated portion on Shantz Hill. Avoidance of Fairway and King.	
15	Following Eagle instead of Maple Grove is a good decision. There would only be ridership along Maple Grove during shift changes. The decision to bypass the Delta is good. Losing high school access is unfortunate, but worth it to minimize traffic impact.	Adding regular shuttles from the smart centre at a high frequency would help alleviate difficulties caused by the distance between the Eagle/Hespeler stop and the Smart Centre bus stop (and GO stop).
16	NOTHING - Going through the old part of Preston	Use buses and forget the whole thing. We had street cars at one time and took away to use buses. Going backwards???
17	If you live directly within the affected area there seems to be <u>no</u> positives, when there are other possible routes that do not affect the residential homes.	Find another route that does not impact the quiet residential homes.
18	Moderately direct route redevelopment possibilities along Hespeler Rd. Much better location along King St E - with commercial, redevelopment potential. Has a good Preston station. Allows for multimodal station with GO Transit at railway.	Add infill station at Freeport - employment and recreation access. Make sure speed is protected and designed for. Infill station near River Rd.
19	Do not like it at all passing thru Eagle Street South. Too much impact on a very historical neighbourhood.	Consider rerouting after crossing Speed River to built very close to the bank of the river on elevated tracks - crossing over King St to merge with Eagle St after the rail crossing.
20	Good compromise between cost, efficiency technical design challenges, and heritage and environmental impacts overall low risk.	Looks good! I support it.
21	-Use of River Rd bridge over Hwy 8 - New road + LRT bridge over Grand - Good plan to get over Shantz Hill and Speed R Wetlands - best of all - solution to interface between LRT and GO!!!	A stop at Freeport - make this work - aging population - it isn't all about new development. Sportsworld - must exchange land so that bus and Greyhound are near LRT. People are carrying luggage. A stop at Eagle/Speedsville would connect with cycling trail to Hespeler. Good place for a Park 'n' Ride for country, and buses to industrial zones (m Grove and also Pinebush).
22	Viability for struggling family run businesses in core area of Preston. Bring in dollars to attractions ie. Riverside Park.	Include secondary off-shoot to attract Hespelerites to utilize the train.
23		Change the route to travel down Coronation Blvd past the hospital and into the Delta centre area.
25	Not Much	Connect Hespeler Village. Go through Preston Town Centre. Go past hospital.

TABLE D1

Comment No.	What do you like about the Preliminary Preferred Route? (What are its strengths, advantages? What's good about it? What make a lot of sense or resonates most strongly?)	How can we make things better? (How can the Preliminary Preferred Route be improved, refined, strengthened?)
28	I like that it seems the group is working with MTO on 401 improvements and also looking at 401 bridges.	
29		Fewer houses affected. Avoid King and Eagle - an already extremely congested intersection. If there is potential for redevelopment, will the other infrastructure be able to handle increased traffic. The Preston area is already notorious for insufficient roads given traffic volume.
30	I'm only interested in the portion of the route that comes through Preston.	Why so few stops in Preston. Big distance between the two stops.
31	Nothing. Should not come through Preston too many houses will be destroyed.	Do not bring it through Preston.
32		-Avoid running a train through a historic residential section in Preston - Traffic disruptions will be large down Shantz Hill - Most land expropriation on route make it disruptive to residents and costly - Does not showcase parks at Riverside - Options for partial expropriation
33	The fact that the route disrupts not only the Bob McMullen trail, but also displaces the families of Eagle St. - Concession is despicable. Nothing good can come of doing this in this area.	Pay the extra money and go back to the initial route through Riverside. Get Toyota to deal with track interruptions and refinements. Think of the families in Preston that will be displaced.
34	Nothing Positive	
35	Redevelopment of area is great news for area. Less impact on traffic flood plain. Houses there to be removed would enhance area	Like what the preferred route will bring over time.
36	I believe the whole preliminary preferred route is too large to make and comments about its strengths or advantages. Most of the route would require me to study it in detail to find any positive aspects. I am not in a happy state of mind to do that. The part of the route that I am concerned about is on South Eagle.	I am convinced that somehow you have to get the route OFF Shantz Hill off Moore St and off Eagle - reduce the property impacts and LARGE COST factors and leave the Eagle Street congestion at its current level instead of ADDING to traffic problems for cars and trucks.
38	Using existing tracks.	Afford [avoid?] King and Shantz altogether.
39	Stop in Preston	Modify route to avoid residential area around Moore Street and Eagle Street South.
41	This route will not travel through downtown Galt. It will travel to a GO station.	Please use N2 to service the industrial area of Cambridge. People need to get to work and will live in the core areas to access LRT if Boxwood is serviced. Don't try to go through downtown Preston. That is an engineering nightmare!
42	The route along Hespeler is a good idea. New	I thought more stops are necessary for sure. If

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Comment No.	What do you like about the Preliminary Preferred Route? (What are its strengths, advantages? What's good about it? What make a lot of sense or resonates most strongly?)	How can we make things better? (How can the Preliminary Preferred Route be improved, refined, strengthened?)
	development in areas where unattractive properties that are there now such as car dealer ships, old commercial and industrial lands.	you don't stop then you can't make people use the train. Stops include - King St - Kitchener near River rd., hospital, (F4a route). Hespeler and Bishop so an additional stop for use between the Cambridge Center and Pinebush. Stop at Beverly / Dundas area.
43		Convince CP to exit their line from Riverbend to Hayward Ave. Then use their line at least that far. I'll elaborate on that in notes opposite.
44	Hespeler Rd corridor is key built up area that needs this service. In support of redevelopment efforts to add residential units in this corridor.	Need more stops near residential areas, there is too much focus on commercial areas. Relying too much on people having to take bus to ION rail line. Need another stop or two between Pinebush and Cambridge mall as there are a lot of businesses in between those stops.
45	For me are no positives you will be going right though my house. My house is retirement home and assets.	Put parallel to CN already existing tracks. I can no longer sell my house without disclosing LRT plans. This will be a huge disadvantage.
46	Seem well thought out. Good Plan.	I understand Hespeler is isolated. Try getting GRT to emphasize Hespeler specific integration and efforts.
47	It will be less evasive and it will spare Water St from more congestion. As well it would affect its aesthetics.	Add more stations
48	The route seems to make a lot of sense, especially the Preston area stop which would service a growing higher density housing population. The access to Riverside Park is not mentioned in the literature and I feel this is an opportunity for people to get to the park using transit.	
49	Love it! So happy to see stops in Preston and now you are avoiding the Eagle/Hespeler Rd intersection with a small zig zag in the route.	It could be strengthened by highlighting access to Riverside Park. It's such a heavily used recreation feature of Cambridge.
50	Been to all public meeting to date and at this point support the preferred route. Seems most appropriate.	We think you must come at least down to Beverly / Dundas St to ensure enticement of Metrolinx to bring GO to Cambridge Waterloo Region in near future.
51	I like the Preston stop at King St and Eagle St. It will help relieve a lot of congestion trying to get workers from Cambridge community to Kitchener. The Preston stop has a lot of high residential area that are low income and rode the bus quite frequently.	Make it happen sooner!!
52	Service the business on old King	Any way to avoid shutting down Hespeler Rd Severe disruption on K/W caused lots of closed businesses. Work with CP to share

TABLE D1

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		lines. Preserve Eagle St. South's old heritage homes. Make it a dedicated transit / pedestrian way, closed to traffic. Use Maple Grove facility to serve trains. Still access for businesses and no major road closures.
53	It is my preferred route. My focus is on the LRT serving downtown Preston which the Preliminary preferred route does. The Preliminary Preferred Route ("PPR") seems the best balance of cost, effectiveness, access, efficiency, etc.	Keep it in Preston!
54	Less restructuring (water) - Non impact heritage buildings - Hits/connects to 52 and 61 Preston and King - Cambridge Center, more connections	Ridership Studies, how many people servicing at preferred stops? Property owners on route. What is their impact. Different socio-economic than KW - KW is students and Cambridge is working stationary people.
55	Very good from the Delta to Ainslie using old train lines. Good place for a station (GO) at Samuelson.	Go past the Cambridge Hospital rather than the mall. There should be a stop at Boxwood, not Hwy 8.
56	1) Use of the pre-existing bridge under the CPR main line at Samuelsson St. to connect to Beverly St (rather than Water St) is a definite positive. The bridge is unused and used to have 2 tracks through it. 2) The railway lines ran behind Beverly St - one on each side if the creek - they could be used rather than building on Beverly St.	
57		Don't build trains for use in the city. Use trains for transportation between cities. Keep them off the roads.
59	I like the proposed S3 route - only problem is ending at Ainslie St terminal. Problem may be crossing Main St. Possible purchasing first United Church for terminal location. May be up for sale shortly.	
60	Serves a large percentage of the city's population. Intensification and redevelopment in Galt and Preston cores. GO Train connections.	Add a stop around Dundas and Beverly. Use old rail lines and corridors to minimize property impacts. Integrate GO train at the Galt train station.
61	I like absolutely nothing with LRT going up Eagle Street. You are turning a quiet, mature area into a noisy, dirty area for tax purposes only. This is not right! You don't even have projections on how many people are going to use it.	
62	Do not like anything about LRT coming to Preston destroying peoples home and lives.	None. Keep it away.
73	1 It serves most of the important destinations,	Is a station needed between Fairview and

TABLE D1

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	2. interchanges with bus routes and GO Transit, 3. and serves areas with potential for intensification.	Sportsworld? This seems like a long distance between stops. At minimum, provision for a future stop should be included. While a stop at Freeport may have limited passengers, there are a number of reasons to include it: 1. It would serve one of the region's major health care facilities. 2. Interchange with 2 existing bus routes. 3. Interchange with Walter Bean Trail - walking and cycling.
77	In general, I think the route choices have been evaluated well and an appropriate route chosen. I appreciate that there would be a station in Preston, which includes the community there as well as (I would anticipate) providing passengers from Kitchener-Waterloo with improved GRT connections to Coronation Blvd corridor. My most frequent destinations are generally within the station areas shown. Most importantly, I am glad to see that there is recognition of the importance of a GO Milton Line connection in future. That interchange will significantly improve the rapid transit network for the Western communities of the Greater Golden Horseshoe.	It was exciting to see that there may be a conversion of the existing King Street bridge in the Freeport area to support active modes. I think this efficiently takes advantage of the fact that a major infrastructure project is underway, and that every effort should be made throughout the ION Stage 2 corridor to make parallel improvements to the cycling and pedestrian networks. I encourage the team to include a regional coach terminal and commuter parking facility at the Sportsworld Station. Consolidating highway coach services near the 401 would ensure that those operators don't need to waste time and fuel on their way to various downtowns and campuses across the Region, and would generate many connecting trips to support our LRT.
101	We do not like the Preliminary Preferred Route (down Eagle Street)	Find an alternative route
103	None	
108	No strengths. No advantages. Nothing good about it. Absolutely makes no sense at all.	
109	With cautious hesitation, F2a might be an okay choice if and only if it does not reduce the previously planned number of traffic lanes (two in each direction) on the future extended River Road, nor further delay design/building of said phantom road. Countless projected construction start timelines for that road extension have been grossly underestimated for decades; receiving MOECC approval to proceed, just last summer, has provided a convenient diversion for LRT planning, albeit not necessarily an ideal alternative route. Recall that when River Road from Fairway to King was resurfaced ten years ago, a "road diet" was proposed to accommodate cycling lanes: it was so unpopular that vocal critics raised their voices in strong opposition, forcing staff to back away from the narrowing idea.	Please be careful relying primarily on traffic flow simulations for knowledge-based transportation planning; high-level models are not always satisfactorily representative. A case study in rethinking level-of-service estimating would be the original width design of Ira Needles Boulevard, that was very quickly found insufficient. The takeaway: common sense intuition needs to be weighed appropriately when recommending substantial changes to transportation networks. Let's be certain that the River Road extension can squeeze in LRT track without compromises to vehicular traffic capacity.

TABLE D1

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	Now, adding a provision for rapid transit using the new preferred alignment <u>must not</u> similarly reduce the four-lane continuity of River Road.	
114	Faith Evangelical Missionary Church has been a contributing member of the K-W-C community for over fifty years. Our church leadership believes that the proposed location of the LRT tracks (running down the center of King Street in the area of River Road to Deer Ridge Drive) will have a very negative impact on our church and its parishioners, as well as for individuals and local businesses in this community. From the Faith Evangelical Missionary Church perspective there are no positives related to the Preliminary Preferred Route F2a and K2 sections of the proposed LRT routing between River Road and Deer Ridge Drive. All aspects of the proposed routing will have a negative effect and significantly impact attendance at Faith Evangelical Missionary Church to the point that the church may not survive. There is no benefit to Faith Evangelical Missionary Church as there are no stops or stations nearby.	If the above remedy has been seriously and fully evaluated and found wanting, there are some proposed enhancements to the exiting proposed routing. Additional cross-over points (traffic light), such as at the intersection of Riverbank Drive and King Street (to allow for U-turns), would help mitigate our concerns, though this does not address the very real concern of congestion at Deer Ridge Drive. Provide a left turn lane at the new traffic light to make for safer U-turns in order to go east in the Cambridge direction. If the Cherry Blossom Road extension to King Street were to occur, as proposed by Regional Councillor Karl Kiefer, who represents Cambridge, then this would be an ideal spot to put in a crossover as well on King Street. Provide a right turn exit lane for east bound traffic (towards Cambridge) at church the entrance.
118	Nothing	Reroute through an alternate route. This area of Preston Cambridge is a well established residential area with many older homes. Traffic is already congested during rush hour traffic.
121	Use of the former railway rights of way from Hespeler Rd to Samuelson St, using the old rail underpass at the CPR mainline, and following those former lines behind Beverly St to Main. This avoids The Delta and the use of Beverly St. The intersection of those rail lines with Main and Wellington St is complicated by the creek, First United Church, the appliance store, the condominium and its parking access, and the office at 150-152 Main St (which I believe the Region owns) but that should not preclude the use of those former rail lines.	
124	The preferred route hits most essential sections of the City, but unfortunately cannot address them all (ie. The business park along Maple Grove, Hespeler Village, Water St., etc.)	I believe Hespeler and Pinebush should be re-considered, as a stop at that intersection could provide an important pedestrian connection of the retail outlets fanning out from that intersection. While the roadway is acting at capacity, we need to think of other longer term strategies to curb vehicular volumes, especially those that use Hespeler simply as a way to get through Cambridge. The LRT line

**TABLE D1**

<b>Comment No.</b>	<b>What do you like about the Preliminary Preferred Route? (What are its strengths, advantages? What's good about it? What make a lot of sense or resonates most strongly?)</b>	<b>How can we make things better? (How can the Preliminary Preferred Route be improved, refined, strengthened?)</b>
		<p>should be prominent along every portion of its route and not tucked away along a spur if it is to define a culture promoting healthier alternatives to driving. Additionally, any further improvements possible to reduce length, number of turns or diversions, would improve travel time. Observing York Region's VIVA phase 2 BRT route, there is quite a circuitous path once the line approaches the New Downtown Markham lands bounded by Hwy. 7, 407, Warden and Kennedy. Every correction, diversion, turn, etc, increases travel time. Your team has certainly kept this in mind, as it shows up in the evaluation and critique of each option.</p>

**TABLE D2**

Comment No.	What do you dislike about the Preliminary Preferred Route? (What are the weaknesses/disadvantages? Are there any areas that you feel are potentially problematic?)	How can your concerns or objections be addressed? (How can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
3	Only concern is Hidden Valley - minimize impact by staying as far north as possible.	Only if rail corridor can be utilized, but if River Rd. extension must go through then the rest of the Valley should be preserved habitat for wildlife and parkland.
4	Potentially S3's impact on the existing watercourse (Mill Creek) and walking / running trail - this is a valuable part of the Grand River watershed and a lovely trail with great potential for connection into the boarder trail network.	Greater clarity in the proposed designs.
9	Route through Preston (disruption to Eagle St.). Doesn't appear to serve existing GRT / GO Bus / Grey Coach stop at Sportsworld.	Possible relocation of sportsworld Bus Terminal closer to King St. end of Sportsworld crossing.
10	Push back from residence in Moore/Eagle area	
11	Concerns about missing population centers - King and Fairway for example. Concerns about environmental impact at Hidden Valley.	Route along King St.
14	Eagle and King will be a very busy area for LRT. Hespeler Rd. is very busy and right of way may be an issue depending on rail location.	
15	The Hespeler/Pinebush stop is on the west end of Hespeler. There should be some accommodation for pedestrians on the east side. Crossing at the busy intersection at Hespeler/Pinebush is not ideal.	
16	Going through old part of Preston. Lots of kids using Eagle Street to go to Preston High School Heritage houses to be torn down or land being taken.	If you must bring it down Hwy 8 & King Street. Preston and down Coronation Blvd.
17	Possibly losing my generational home, my family has lived in this house for over 70 years. Crossing the speed river at the base of Shantz Hill losing the trail head of the Bob Memorial trail. Lots of school traffic of kids walking in the area.	Find an alternative route that bypasses the residents and concentrates on the major routes.
18	Not as direct as possible. The bypassing at Eagle/Pinebush/Hespeler.	
19	Crossing King on street level - Traffic. Impact too much a very established old neighbourhood.	
20	Potential decrease in ridership vs alternatives, fewer high-pedestrian traffic stops, possibly lower overall utility of the route.	Good alternative transit (bus active) routes to lower pedestrian traffic areas.
21	Sidelined Areas: Industrial zones - Airport - King-Coronation-Dundas - New Multiplex (pine bush?) - Conestoga College - West Galt - Hespeler Village. All need frequent buses and	As above = Freeport, Sportsworld, Speedsville - Great potential but must be done right. Park 'n' Ride can be built on flood plain for example. Need future iXpress routes - King-Coronation-

TABLE D2

Comment No.	What do you dislike about the Preliminary Preferred Route? (What are the weaknesses/disadvantages? Are there any areas that you feel are potentially problematic?)	How can your concerns or objections be addressed? (How can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
	seamless LRT connection. This is essential.	Dundas - Fountain <i>[illegible]</i> to Airport. Finding a way to link these to LRT stops is challenging, be aware of necessity from beginning.
22	-In my backyard (so-to-speak), will affect commutes - Property value affected negatively? - Traffic woes - Environmental impact not only wildlife habitats, but also on floodplains, serenity of walking trails - With the newly known subdivision at Maple Grove / Speedsville and the industrial sector blossoming, build the infrastructure first, then the ridership will follow instead of displacement if existing properties. OBJECTIONS: in a very independent poll of individuals in attendance the ridership seems pretty low on the priority...	-Better communication with CP Rail / federal Government to "piggy-back" on existing non-utilized rail lines - With the CP rail / Speed River Dam project Greenlighted - Why not build it up to offer commuter / cargo traffic, to reduce a secondary environmental impact at another river crossing.
23	Taking the train down a narrow busy and crowded Eagle St.	Alter the route to take Maple Grove, utilize abandoned railway spurs and less congested and residentially packed roads. Or offer to take entire property if going to take part of the property.
25	Like K-W trail. Promotes shopping malls and loses downtown business.	Buses nix the ION train
26		Spoke with Matt about LRT stop in Preston - King and Eagle. If there are stops I think they should have some paved parking lots so people will drive to those locations to catch the LRT. I realize you are looking to catch people from high density areas to use LRT vs. driving - BUT - You want to catch as many riders as possible not to limit yourself to one group. For myself and my wife we may decide to take part/or all of a day ride/stop/shop etc. along the LRT route but I'd want to drive to pickup area and if I have parcels etc. make back to our vehicle to drive home. Don't exclude leisure riders like us.
29	I live in the Eagle St. South corridor that will be directly effected. I am not convinced there will be ridership given the scarcity of stops possible - use is very limited based on destinations available. There are also some historical/heritage properties. One of which is my family's.	Unfortunately, I don't know. Select a route that is not going through a residential area.
30	Safety of students walking to schools since there are many in the area where rail will come into Preston - rail is coming through one of the quietest areas of Preston - Environmental important how can this be protected during construction as well as after - Eagle St??	-

**TABLE D2**

Comment No.	What do you dislike about the Preliminary Preferred Route? (What are the weaknesses/disadvantages? Are there any areas that you feel are potentially problematic?)	How can your concerns or objections be addressed? (How can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
	Really? I mean Really?? - Adds to already problematic parking and traffic in Preston.	
31	Should not come through Preston too many houses will be destroyed.	If the ION comes through Preston in 10 years how can anyone sell their house when everyone knows your house will not be there in a few years.
32	<ul style="list-style-type: none"> <li>- Destruction of heritage homes and properties</li> <li>- Elevated bridge down Shantz Hill add to cost</li> <li>- Traffic Impacts - Ridership does not seem to be there.</li> </ul>	How will compensation be applied - unclear in meeting. Timely communication to home owner.
33	Trail disruption / Noise - Overhead wires - A stop at King/Eagle which isn't the busy part of Preston.	Can they be? Will you listen to us or will you just continue to move forward anyways?
34	Worst Idea Ever	
35	Nothing thus far	
36	The biggest problem I see is taking a very narrow Eagle St on both sides of King and adding on 30 metre LRT right of way. The traffic impacts at Eagle and King are not positive and the potential property impacts all along Eagle are horrendous in my opinion.	From K. McGarry's office on Eagle St the old CP RAIL branch line to Hespeler has been abandoned and buried under new pavement on Speedsville Road. Why not use as much of this line as possible to save some of North Eagle.
38	Cutting through a flood plain. Cutting a trail in half. Expropriating people's houses. No problems in avoiding Hidden Valley and high income areas, but chose to ram it through a middle to lower income neighbourhood.	Avoid Preston.
39	Property impact around Moore Street and Eagle Street South. Property expropriation in established beloved residential area.	Investigate / Implement route to avoid residential area around Moore Street and Eagle Street South.
40	By going down the path in Soper Park on Beverly St it will disrupt a lot of people, the street is very busy at the front. Many use the path to jog, walk dogs and a through way to downtown. For people living on the street and people who use the path this would be a terrible waste and terrible loss.	Use Beverly Street itself - it is already a very busy street. You could make it one way if need be.
41	It does not service Boxwood Industrial area. Where will the GO station be built? That must be determined first.	Use route N2. Talk to our MPP and Metrolinx and MTO to determine where the GO train station will be
42	The route needs to get people to the locations where people work. This means the commercial areas on Hespeler and the industrial area on Fountain and Maple Grove. Just think of all the people who work at Toyota and all the places in the that can develop in the future.	Make the route along N2 is just fine. If it needs to be shorter the line can follow N1 until it can use Cherry Blossom Rd south of TMMC until you get to Speedsville Rd.
43	Too much street running is expensive to build	Someone highly placed at Region has to

TABLE D2

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	and maintain. Intensification will follow providing zoning is appropriate.	attempt to connect with Keith Creel at CP. Perhaps Ontario's Minister of Transportation and Federal Minister can be engaged to "Break Through" to CPs top brass. No one below that has the authority or courage to make a decision under Harrison/Creel's autocratic rule
44	Potential negative impact on green space over river at base of Shantz hill.	
45	I will not be able to afford another house. I will have to surrender my dog. FAMILY!!	I would like to know how property valuations will be done on houses that are in the way. If I sold right now (which I can't because I'd have to disclose LRT plans) I would get \$350,000. If property values drop because of this estimates at THIS time should be honoured.
50	Must avoid Pinebush / Hespeler Rd as you propose.	
51	NOPE! LOVE IT!!!	
52	- Destruction of homes - Ugly bridges or "elevated bridge" - Little notice...Feb 10 - March 17 - Changes in meeting dates - Bad maps showing impact - No info on expropriation	
53	No disagreement. I prefer each of its segment options.	I think the PPR is the best balance of option - it is not preferred but better then the alternatives.
54	Redesigning bus routes to connect with LRT - repeat routes on King St, Preston. - Maple Grove and Cherry Blossom - service factories and guaranteed ridership.	
55	It misses Preston and should go down King St and Coronation St. OR - run parallel the CP line through Preston where there is room for new apartments etc. Where existing factories currently are. There is also no need to go down Hespeler Rd as it is built up already.	I object to the Shantz Hill route. It will go into an existing residential area. This is not acceptable. The bridge should cross on a new bridge built parallel the CP bridge at Eagle. I most prefer Boxwood Dr (go to work) NOT Shantz Hill Hwy 8 - People going to Costco will bring a vehicle.
56	The route from Speed River to Speedsville along Moore - Eagle is problematic.	
57	Routes are too vague	Don't mix rail and road. It's a recipe for disaster.
60	Expropriation of Beverly St homes. Heritage impacts. Routing on road on Beverly St, should use old rail line instead, Beverly is too narrow and has historical properties. GO Station on Beverly Street should use the old Galt station	LRT off road on Beverly and use old rail line. Detailed plan for multimodal station planning. Leave Beverly St properties/homes intact.
62	This LRT is being forced on us!	-

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73	None	
77	My primary concern with the preliminary preferred route as shown is that it leaves the GO station location selection entirely to Metrolinx. As a cosmetic change, I am also in favour of improving some of the station names to be less harsh and corporate in tone (such as replacing Sportsworld with Deer Ridge, Can-Amara with Dumfries or Isherwood, and removing "Mall" from Cambridge Centre as was done at Fairway and Conestoga).	The Region should take charge of site selection for the future GO station, assemble the necessary property in public sector hands, and add an ION station to that location as part of the project from the start. This will allow us to be masters of our own land use and design, and present the Province with a clear and simple site selection, to reduce barriers and workload for that Metrolinx project. The RT team should include station names in the public consultation process, as they can be permanent and become definitions of the communities in the station area.
101	Preston is an old, quaint community and will be destroyed. Presently there is traffic congestion (401 backs up and Speedsville Road) as well as King and Shantz Hill . It will impact heritage homes, businesses and local homes. Noise and environmental concerns.	Use an alternative route i.e. Maple Grove - Speedsville - less impact- will serve a newer community - corner of Speedsville and Hespeler. -use King, down Coronation Blvd - will serve local businesses and with an aging population - will have better access to doctors and Hospital.
103	The most important part of the info package is left out. The 11.3 business case. As a retired business man it is inconceivable to me how you can justify this project. Are there any people on your board? Do you want some? Your projected budget costs of over one billion dollars, is so out of reach. The money comes from tax payers, not from riders. The province and the federal government are both running large deficits. How can this possibly be justified when buses are so much more versatile and cost effective. If you run rail service on King Street from Freeport to Shantz Hill like you did from Victoria Street to downtown Waterloo, no road traffic will get through. It already is away too congested. Running a track down Eagle Street will involve buying up parts or all of many properties and private residences. The construction will be disaster. Both business and residences will suffer with probably no compensation. IF the LRT Project is going to proceed regardless of objection and basic common sense, I've enclosed a proposed route on the enclosed map <i>[maps retained on file]</i> . If there is no option to rail service this may be a route option.	
108	See "Any Additional Study Area Conditions and Constraints" and "Additional Comments"	

TABLE D2

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109	<p>I agree with a large number of respondents who want a stop added at Freeport Hospital. Effectively, it would restore passenger service that ended 62 years ago, according to historical anecdotes @ <a href="http://www.trainweb.org/also/grr.htm">www.trainweb.org/also/grr.htm</a> (the circa 1922 converted coach house building beside the CP rail track was supposedly the former train stop, used in the 1990s as the Freeport Thrift Shop). The "stable" neighbourhood might not score favourably for nearby increased density potential, but tradeoffs have merit: a Freeport stop would bring together the surrounding Chicopee community, an area not currently captured by aBRT service. Be mindful that there has been a localized development freeze in effect since 2002, owing to inadequate sewage system capacity within the respective catchment area, that's temporarily preventing intensification/infill. Some rather large vacant lots have recently been put on the market in anticipation of future multi-unit residential developments. The feasibility of a Freeport Hospital stop should be re-examined because as proposed, Fairway to Sportsworld would be the longest continuous segment of Stage 2, if not the longest in the entire system; further research ought to yield justification for adding another stop.</p>	<p>My preference would be to stick with previously-endorsed route alternative F1, and modify its Fairway Road crossing to be more like F2a. MTO already expanded the rail corridor right-of-way to be able to fit two sets of tracks beneath Highway 8, when the Fairway Road bridge was widened/reconstructed in 2005; it seems silly to dismiss this opportunity, citing an oversimplified "many technical challenges" sharing space with CP Rail. Build a curved LRT bridge crossing over the CPR line behind Kitchener-Wilmot Hydro's transformer station, and follow the existing rail path in parallel towards the Grand River. This option still requires shifting some existing CPR track, but should eliminate necessity for a grade-separation at the twinned King Street East crossing. It also prevents creating an ugly mess of an intersection at River Road &amp; King Street East; two perpendicular rail crossings on adjacent corners of the same arterial intersection will be inelegant, to put it lightly.</p>
114	<p>The main concern is the elimination of left turns into Faith Evangelical Missionary Church. This means that there will be no crossover of the tracks between River Road and Deer Ridge Drive. Should this proposal proceed it will adversely affect traffic flow, increase traffic congestion, increase the likelihood of traffic accidents, have a negative environmental impact, and severely impede on-going access to, and operations at, our property as well as that of others. The Faith Evangelical Missionary Church existence is dependant upon our people and those others wishing to join us to be able at all times to get to us in the most convenient and safe way possible. We need an easy, unintimidating route for us to safety and easily arrive and access our church. The proposed LRT routing does not provide these conditions. Accessing the Faith Evangelical Missionary Church driveway from the east (toward Kitchener) would require an additional 2.6 kilometers of driving as</p>	<p>Revise the proposed F2a and K2 routing of the LRT between the River Road extension and Deer Ridge Drive to the south side of Highway 8 as show on the attached marked up LRT routing diagram. <i>[maps retained on file]</i> From casual observation, the gradient and side sloping of the terrain along this route does not appear to present any significant cost, environmental, engineering, construction or operational issues. The LRT requires, to our understanding, a new bridge across the Grand River. It can be as easily constructed on the south side of Highway 8 as at the currently proposed location near Freeport Hospital. A cost saving will be realized by reducing the size of the River Road extension overpass at Highway 8. There will not be any need for a double LRT track to run on this new overpass. A cost saving will be realized by not having to modify the Highway 8 overpass at King Street as the LRT will no longer need to run under this overpass. The length of the LRT between</p>

**TABLE D2**

<b>Comment No.</b>	<b>What do you dislike about the Preliminary Preferred Route? (What are the weaknesses/disadvantages? Are there any areas that you feel are potentially problematic?)</b>	<b>How can your concerns or objections be addressed? (How can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)</b>
	<p>parishioners would have to drive past the church down to River Road East and then make a U-turn. Similarly, leaving the church property and driving east (toward Cambridge) would require an additional 2.1 kilometers of driving up to Deer Ridge Drive and make a U-turn. One of the “selling points” for the LRT is that it would positively impact the environment by cutting down on greenhouse gasses created by vehicle combustion. The lack of intermediate crossover points over this 4.7 kilometer section of roadway will easily increase parishioner travel distance by over 1,000 km per week...and that is just for our facility. Besides the additional driving, making U-turns at the River Road and Deer Ridge Drive intersections will prove difficult, particularly for older people who attend the church or live in the community or who are going to Freeport Hospital. Many older people (and some young ones as well!) find the U-turn maneuver to be challenging. This has the high likelihood of increasing car accidents, or of discouraging people from traveling this route. Requiring a U-turns at River Road and Deer Ridge Drive will back up traffic significantly during certain times of the day when there is already a large amount of additional traffic from the Highway 8 off-ramp several hundred meters west of Deer Ridge Drive. This area already experiences congestion and backups because of this – having a number of vehicles waiting for the opportunity to conduct a U-turn will add to this. Faith Evangelical Missionary Church expects severe disruption during construction. How do we maintain easy and safe access so people can easily find and get to us without being intimidated and confused? There will be a long learning curve after construction as parishioners adjust to the changes. King Street is currently very busy most of the time and sometimes very, very busy when there are traffic problems on Highway 8. From our observations King Street is the Emergency bypass or Escape route when those problems occur on Highway 8 or even rippling from problems on Highway 401. There is a major hydro corridor running across the Faith Evangelical Missionary Church property. Will there be any changes required to the tower and hydro lines? Will the major hydro</p>	<p>River Rd extension and Deer Ridge would be shorter and have less turns. Cost savings will be realized as potential property impacts will be reduced. We envision two probable impacts. One will be at the south steep embankment half way between the proposed River Road extension and Deer Ridge Drive. The other will be near Deer Ridge Drive just before the new shopping plaza. The numerous potential property impacts along the presently proposed King Street route will be eliminated. Any environmental concerns should be able to be satisfactorily resolved. All environmental issues related to our routing proposal have already been identified and resolved under the recently completed (2 years ago?) project to expand Highway 8 over the Grand River. The environmental study for this project can be used as basis for a new study. We envision that no additional environmental issues will be forthcoming. Aesthetics should not be an issue. The addition of an additional bridge with LRT tracks and overhead power system will not affect the aesthetics of the area. This section of the Grand River has a major transportation corridor passing over it. There are already three vehicular bridges, one railroad bridge, and a large high voltage transmission line system passing over the Grand River. Noise should not be an issue. Noise from LRT train traffic will be negligible compared to the present vehicular traffic on Highway 8. The nature and type of any residential housing in proximity of our proposed rerouting should not be a consideration in evaluating this proposal. This proposed rerouting of the LRT system will eliminate the significant negative effects that an LRT running on King Street from River Road to Deer Ridge Drive will have on residents and businesses.</p>

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	<p>power line along the east side of our property require any changes which might affect us? Will there be any environmental impacts on the Faith Evangelical Missionary Church property? We do have sub surface drainage (springs) problems in our north parking lot area. We are connected to the municipal water system but we do not have a sanitary sewer connection and instead we are on a septic tank. Future requirements may require a connection to the municipal sewer system. There is the possibility that we will want at have a "sleeve" installed under King Street during the LRT construction, in which we could place a future sewer line. Will provisions be made for adequate signage at strategic places from Fairway Road to Sportsworld Drive directing people how to get to Faith Evangelical Missionary Church? We want to be given opportunity to be involved in the design and location of the signage. As a member of the K-W-C community we request that these concerns be adequately addressed in making a final decision on the LRT routing.</p>	
118	<p>- Upsets an established residential area. - This plan was presented with very short notice, not known where "public input" came from back in 2015-16? - This preferred route choice also upsets the Bob McMullen Linear trail which is a beautiful trail for walking and cycling. Bridge construction will have a definite negative impact on flora and fauna.</p>	<p>Choose alternate route that will not have a negative impact on well established residential area and well utilized trail.</p>
120	<p>There are many inherent problems with the proposed Stage 2 ION LRT preliminary preferred route (herefore PPR) in regards to the operations of Kitchener Honda located at 3763 and 3800 King St, most of which will be commonly shared with any and all privately owned properties or future developments to the area. Ease of entrance and exit into all properties will be greatly hindered by the PPR. This will have a detrimental effect on all aspects of business along the road. The tracks will create an obstacle for clientele and delivery services flowing in and out of each side of the road, even when the tracks are not being utilized by a tram. This would also block movement between 3763 and 3800 King St. E, a critical necessity for the daily operation of Kitchener Honda. Any raised meridians or curbs will restrict effective use of the single</p>	<p>There are two foreseeable remedies to most of these problems: The expansion of King St. E into a multiple lane high traffic artery, or the relocation of the PPR to run alongside the already existing CP Rails. Expanding the road to 3 or 4 lanes will solve issues regarding access to the private properties and eliminate the need for dangerous U-Turn access, but will not address the need for the destruction of the grand river bridge, environmental concerns with regards to the river itself, and will limit access to residential and business to some degree. Relocating to the original plan along the CP rails and keeping the road as is would allow for completion of the Phase 2 ION LRT with little impact on local commercial and residential concerns.</p>

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	<p>lane roads strictly to through-fare only. Addition of U-Turn lanes would only create a backup of traffic as people wanting to turn left in or out of Faith Church or Kitchener Honda would have to wait for a break in oncoming traffic before it is safe to do so in either direction, causing a cycle of congestion as one lane waits for the other and vice versa. The road is also not wide enough to safely make U-Turns as evidenced by the U-turn access off the highway 8 King St. Exit further down the road. At this U-Turn access, cars often turn left into the RV lot, or U-Turn over 2 lanes, even with a dividing meridian. Furthermore, due to the weather conditions of this area in the winter, and the road being on a slope, U turns would not be able to be completed safely and the risk of collisions and injury would be greatly increased. Any future maintenance that will be required on the PPR will also completely cut off traffic flow between Cambridge and Kitchener along this road with very few alternative routes. As seen from previous experience during city construction and repair of electrical power lines, even though the road is a single lane, it is a main artery of traffic between two busy commercial and industrial areas. A simple traffic survey would verify this claim. Running of an LRT track on this road would require demolition and reconstruction of the historic Grand River Bridge. Any construction over or near the grand river would also require extensive environmental study and opens the project up to political pushback and costly legal proceedings from various environmental political action groups and greater public.</p>	
124	<p>I share in the sentiments expressed by the residents in Preston that may be affected by the route, and hope a balanced resolution may be reached.</p>	<p>Advancements in our transportation network will certainly impact someone/group of people. Further refinements may reduce property impacts, however if we do not look at appropriate ROWs along the LRT route that no only address today's needs but also tomorrow's, we'll be paying higher costs for expropriating land in the future.</p>

**TABLE D3**

Comment No.	Are there any additional study area conditions and constraints that the Project Team may have missed or should consider further?
3	How does the construction affect traffic flow up Riverbank / Allendale to Toyota area. How will road improvements on Fountain / Allendale / Middle Block, along with this construction affect traffic patterns and unique flora/fauna in Riverbank area? I would like to see more info about how bike lanes and bus transport will work to transport people up King St. / Freeport Hospital area to Fairview Mall area. Freeport Hospital could have better bus service. Is the possibility of getting better / increased service to Fairview Park mall from Freeport Hospital area?
4	The area surrounding downtown Galt, particularly within the Grand River Valley, but also extending up Beverly St., is an area with affordable rents for lower income individuals and families. What is the socioeconomic impact of bringing the LRT to this area? Will it bring a wave of gentrification and force these individuals out? What measures are being taken to ensure affordable housing (connected to public transit and near amenities and services) for the future?
6	Less detours
7	Would there be more updates with the newer station (hubs) with GRT. i.e. as currently planned for the University Hub in Stage 1
10	Would love to see the existing tracks north of Eagle St. utilized instead of the impact on Eagle from Laurer to Concession
11	Good job on route / planning so far.
13	Concerned about fair value of my house being a single home owner.
16	Have lived in the same house for 67 years and hope to live there another 25 years (God willing). Do not want to sit and watch a train go by my house and listen to the noise. Multi generation home. We have had enough land taken with the widening of Eagle Street. Eagle Street is bad enough now with traffic. Will be worse with train.
17	The fact that they are working on King Street there is a possibility of adjusting the grades of the road to accommodate the train so that it could make the turns, possibly coming down the Shantz Hill and running behind the Canadian Tire gas bar and the lines running up King Street. OR ultimately bypass Preston and go up by Toyota and the Cambridge Business Park to avoid the negative impacts in an original part of Preston. The argument that it has to go over the Speed River because of the grade and not being able to make the turn. There are ways to raise grades to accommodate this.
18	The project's success hinges on redevelopment of Hespeler Road corridor - zoning changes that enable this must be a condition for final approval.
19	If elevated across all the flood areas, the environmental concerns should not be so enormous.
20	Current and planned investigations and risk mitigation seem thorough and well considered. Little / no concerns.
21	Very impressed. Further re Freeport: I think GR Hospital might be encouraged to develop their Freeport Campus if more accessible and less need for surface parking for employees and visitors. <u>Collaborate</u> . Future GRH bldg. expansion could link better with King St and hence with LRT. Freeport area can also be further developed as a recreational destination - much potential.
22	K1-N1 should be re-assessed by another party, get the federal government to pressure CP Rail into the utilization of the existing rail - Less home owners impacted negatively. This is supposed to make the Cambridge - KW area a more forward, "Greener" community - Use existing infrastructure.
23	How will you develop fair market value for properties.
28	The goal of the project should be to obviously service the comments, but it should be done with as little negative human impact as possible. - Consider using Riverside Park - Existing road ways could be utilized - cross at Russ St (already a walkers bridge there) - Utilize Brownfold at Russ St - Electric ION would have minimal environmental impacts - Significant saving in human cost (expropriation).
29	Will high school students cross the river over the bridge - they already cross the frozen river in the winter.
30	I have a problem with the route over the river in Preston. There are many safety issues with this part of the route and it feels very much like a "tear down paradise and put up a parking lot". I think more thought needs to be given to this area because very little of the rest of the line in

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	Cambridge is placed anywhere but main business areas and corridor. Cambridge factors into so little of the Region Plans until the Region wants something from the city. There is an air that Preston means even less than the city does. This area of Preston (along the river) is quiet and very little traffic, a ton of walkers, joggers and a pile of kids. Transit is needed, it should have been updated years ago, the future is commuting. It just shouldn't come through a beautiful area in the name of progress.
31	Run the ION down the new fairway road ext. to Hwy 24.
32	We love our neighbourhood. We don't want to lose all the thousands we have invested in our heritage home. We don't want to leave the area.
33	Have you considered, truly, the heritage homes along Eagle St? 1880's...early 1900's....What happens to those houses and the history they hold? People need to actually spend time in Preston, watch the traffic, see the houses, walk the streets.
34	Why ask for opinions when your mind is made up. No advantage for (Preston) or Cambridge as a whole.
37	When will this be happening? Will you pay for moving fees? Realtors? Will you pay closing fees? Will you pay for inconvenience of me finding a new property? Can I take everything from my house?
39	A lot of residents around Moore Street and Eagle Street South have lived in Preston for a long time with their families. Their homes mean a lot to them, and so many of their memories come from Preston. I hope that the effects on their homes will be considered carefully. My mom died only a few years ago, and our home on Eagle Street South has enormous emotional value to my family. Thank you.
41	Do not allow the Preston BIA to become involved. That is a Conflict of Interest. Please do not start until you've learned from KW's LRT experience. What will you have experienced?
42	The train should already be thought to make it to destination places. This includes downtown cores and the industrial areas and also the hospital such as Freeport Hospital and Cambridge Memorial hospital.
43	Yes. At a meeting a few years ago I suggested that a highly placed person at Region directly contact CPs CEO to suggest how CP might benefit from moving their operation off the line between Hayward and Riverbend Drive. This would include either moving triple metal in Kitchener's operation - or - having GEXR (CN) switch it at night. Cars that CP delivers from Toyota to CN / GEXR could instead be transferred directly to CN at CPs Lambton/west Toronto yard. This gives CP more money and eliminates track and bridge maintenance. I am unsure if this suggestion was acted upon.
44	Suggest master plan for future development around potential GO station. If the region can show those lands would have residential / commercial density around the GO station (potential) it should help build the case for approval of GO train service for Cambridge.
45	I think you are not taking the HUMAN element into account. I am 64, living in my retirement home (for the past 15 years) and it is my HOME. I have two pets who will be displaced and they are FAMILY!
46	1. I truly don't understand how we can cram the LRT down Eagle. That need better explanation. (Shantz to Concession) 2. There seems to be continued assumption of using CP (or CN?) rail lines. This is what sunk the original concepts. Are all assumed rail co-habitation or straight buy out feasible?
47	No
49	Not that I know of
50	Watch out for the lobby group of Hidden Valley residents if you go with River Road extension route - be prepared.
51	Nope, make it happen faster!
52	Expropriation details!
53	Please maintain the route as running through and connecting with Preston (Eagle to King). I am a member of the Preston BIA and we have unanimously supported a route through King and Eagle.

**TABLE D3**

Comment No.	Are there any additional study area conditions and constraints that the Project Team may have missed or should consider further?
54	Advertise consultation center better. Keep pedestrian flow accessible.
55	I would go down the train line (parallel the CP line) in Preston, it's only a couple blocks from King. Lots of room for intensification. It could go to the Delta or the mall via Bishop St. But going the length of Hespeler Rd to a mall is not sensible. It won't be built up with residential and is only businesses. Eagle St is too narrow to develop and talking to people in the neighbourhood (has them upset).
56	Question about vibration on Heritage Bldgs First United Church. 15 Wellington St was built in 1863 - the rail lines that were removed ran behind it - one between it and the creek - to Main St. Are vibration studies done?
58	How do you justify spending this amount of money. What is the ridership numbers between Cambridge and Kitchener now. There is no major office development in Cambridge to justify this amount of spending
60	Detailed info on property impacts in core neighbourhoods. Location of Transit <i>[illegible]</i> . Consider heritage of Beverly St / North Hill neighbourhood. Community and families displacement.
101	Coronation Blvd already has a boulevard that can accommodate tracks or Speedville to Coronation via Concession. This would be far less expensive and less impact on homes and businesses.
108	We already have big concerns with the present construction taking place at the bottom of Shantz Hill and how it will affect accessibility of our building. If it is made too difficult for our guests to come onto and into our property they will stop coming. While the changes to Shantz Hill will give our building great exposure. Which is great. But now the LRT wants to build a bridge that will totally hide our building and I think that will kill us.
109	It's a little strange, possibly even ill-prepared, to go through the motions of formally presenting the public with a preliminary preferred route that defers any specifics about crossing Fairway Road, when all 'F' segment alternatives cross that point using different geometry. F2a would require a very long monorail style skewed bridge crossing over Fairway Road and the CP Rail tracks, unlike any local architecture, also probably necessitating more burial of existing Hydro One transmission corridor at very high relocation expense. This should have been clarified before soliciting input on preferred alternatives. "Properties impacted" criteria is primarily a catchall number lacking context; when publishing reports, the study team should better distinguish between impacting vacant lots, partial takings, commercial vs. residential, etc. because degree of disruption varies substantially. It's difficult to wrestle with offering intelligent suggestions when certain important details aren't well reflected in the materials provided. Overall, it's disappointing that the project team did not originally anticipate complications with crossing existing rail track used for freight trains; the present consultation exercise could have been simplified, otherwise. Perhaps using a modern form of immersive VR visualization can be used to aid subsequent study processes.
118	- Have electric buses been looked at? RE cost effectiveness, emission control. - have read GRT business plan is to increase bus service by 30% over next 5 yrs. 40% growth required with ION Rail service yet ridership has fallen...? - Talking to people who do use the GRT, many improvements are required for routing that the ION transit system will not assist with.
121	a)What indication does The Region have that CPR has any interest in extending the Milton GO Train line to Cambridge given their seeming rejection of using the line from Eagle St to Fairview as an LRT corridor? b) Hespeler Rd is the major N/S truck route regardless of other current Region road projects in Cambridge. Heavy trucks from 18 wheelers to tandem gravel trucks to tankers carrying chemicals are on this route. Crossing truck routes are Bishop St and Sheldon/Lang's Dr. Heavy trucks both enter and leave Hespeler Rd at Can-Amera. It is not if, but when, a transport and an LRT collide even if LRT has its own designated right of way; a collision in which a train and its passengers are more than likely to lose based on the nature of the transport involved. Waterloo Region needs a significantly better plan to remove transport truck traffic from Hespeler Rd than current roads afford. c) Moore St Eagle St N & S The challenges of this area, the narrowness of Eagle St S with properties that already have minimal front or side yards, are obvious. It does not matter how many properties will have to be demolished or can be

**TABLE D3**

<b>Comment No.</b>	<b>Are there any additional study area conditions and constraints that the Project Team may have missed or should consider further?</b>
	retained, this area will be thoroughly disrupted. Eagle St N less so, but there are properties close to the existing street. d) Shantz Hill and the % slope.
124	<p>1) It will be beneficial to see at the 3rd Public Consultation, street sections along the preferred route, outlining designated ROWs for vehicles, the LRT, pedestrians, cyclists, vegetation and development. These street sections should be drawn along many portions of the route, so as to better understand the quality of the route envisioned as it progresses through each of these. This infrastructure will spurn development along the proposed route. We need to make sure we plan in advance how the City and Region proposes to guide that development. ii) Plans at a higher level of detail (with a ghosted aerial underlay) would be helpful to evaluate the proposed route more accurately. iii) Further clarity and input from all parties of interest, including Metrolinx of a proposed GO Station location would be beneficial for evaluating the route in Galt. iv) More detailed approach to addressing the elevation change along Shantz Hill would be beneficial to review.</p>

**TABLE D4**

<b>Comment No.</b>	<b>Do you have any comments or questions about the study and/or the work completed to date?</b>
2	The new route and stop locations are much better than the original endorsed route and stops.
5	It's good.
10	Thank you for keeping the Preston stop on the map, feel the impact is worth the future gains to enhance Preston as a vibrant walking community.
11	No. Keep moving forward!! We should be planning Phase 3 & 4 as soon as possible - guide future development and planning.
12	Owns home at the corner of Beverly and Dundas (145 Beverly). If property is impacted would like to work with the team to minimize impact on shop but willing to discuss sale of house. Also owns two homes on opposite side of Beverly. Add to mailing list.
13	I would like information on the property acquisition process to be provided.
15	The preferred route is a significant improvement over the route at the previous consultation.
17	The study was not conducted to the people that matter, the ones NOT affected to possibly losing their homes are the ones making the decisions.
18	Glad to see the recommendation not going along Maple Grove, which would be a very circuitous and low density route. Freeport bridge for active uses is a great idea.
19	If you go on with the route, we want full purchase of house and lot as.
20	What finding possibilities (sources, values) are anticipated once a business case has been submitted?
22	What is the formula utilized for ridership? What will cost be? Is it really valuable for the taxpayers to introduce a major stage 2 undertaking without having stage 1 fully operational?
24	Less detours.
27	"Words fail"
29	What is going to happen to those properties partially/fully affected. If the track runs through my property, how does that affect the property value?
30	Today's meeting (Tues. Feb. 28, 2017 - Kin Centre Preston) did not have enough space, not enough people to speak to, and the people who were there to answer questions didn't have enough answers. I want the train, I like the train, I just don't like it going through my backyard and it will be with this route. Be aware - I/people do not trust the Region or Planners. I/they don't think their feedback means anything to the Region. I/they feel the Region will do whatever it wants to do, regardless if Impact, feedback or downfalls of plan ie. the rail is coming end of story. Just because you don't touch my property with a shovel doesn't mean that this doesn't impact me. Main streets in Preston are already swamped with traffic trying to get to Kitchener/Guelph/Bran. Train will not improve it enough to offset the added problems it will cause.
31	Was not aware of this until three weeks ago. I live two houses from Hamilton and Eagle and knew nothing of this. Found out by my neighbour. Was not advertised enough.
32	-Lack of communication of clear impacts on properties - Affected properties should have had clearer map showing preferred route.
33	Sure. What about us house owners? Are we going to be left hanging for years while this goes on and on? And if I wanted to sell? Is anyone going to want to buy my house knowing it could be taken away? <i>[location of property redacted]</i>
34	Why not use existing railway lines and be pass Preston.
35	This is great for the City of Cambridge finally.
36	I AM MOST CONCERNED about the personal impact to me and my home of 33 plus years about the route up Moore St to Eagle. I live <i>[location of property redacted]</i> . I do NOT want to be expropriated. <i>[details about property redacted]</i>
40	Please do not take away our path through Soper Park!
41	Has the City of Cambridge and its Council been involved in this process? We're not hearing anything from them. They must be engaged.
42	None. Keep working hard and checking all options. I want to take the train downtown (Cambridge or Kitchener) and to work. This is what matters.

**TABLE D4**

Comment No.	Do you have any comments or questions about the study and/or the work completed to date?
47	Yes make it sooner than later.
49	Please try to move it along more quickly. We so desperately need this service.
51	Why is this taking so slow?
53	It seems thorough, exhaustive.
55	In speaking with official people at this meeting it seems that the preferred route is the choice. This is a waste of time as it seems our concerns were not really considered and were shut down on suggestions.
56	Only a comment on the GO Train. The Go train station of choice for most of south Cambridge is Aldershot, which is about a 30-35 minute drive away. GO train from Kitchener will never be an option even if ION is built. CP probably has no interest in extending Milton line to Cambridge.
57	You're trying to re-invent the wheel and this time it's square.
60	Good to see progress to complete the Regional LRT system.
63	I'm probably not in town much in Feb. so can you bring up my idea to change the route from stage 2 from Fairway to Old King st. to Fairway down Wilson past the Museum down Homer Watson serving both Conestoga colleges and then down the 401 to Highway 8 and on to Sportsworld and back to Hespler rd. to Ainslie. Both colleges deserve this as much as the universities and there are more residents in Pioneer Park than past the bridge on the Grand along old King st. Homer Watson has a centre median all the way down the middle to the 401.
64	<p>I have lived in the downtown Preston area for more than 10 years, and I strongly hope that a King-Eagle LRT stop will be built. Typically, for 3-5 hours each weekday, along with many university students and other information technology professionals, I walk to, wait for, transfer between, and ride multiple GRT buses from downtown Preston to the Kitchener/Waterloo core (and vice versa). The alternate proposed LRT stops are not within a short walking distance of the Preston core. I have outlined several reasons to support the construction of a King-Eagle LRT stop. I urge you to consider them before moving forward with the Stage 2 ION project.</p> <p>Economic development:</p> <ul style="list-style-type: none"> <li>• The Preston core is a hidden gem with the potential to grow into a thriving urban heritage district that is similar to downtown Kitchener, uptown Waterloo, Wortley Village/Old South in London, and Little Italy in Toronto. A King-Eagle LRT stop that is minutes away from Preston Towne Centre will support and encourage the revitalization of this neglected but promising downtown neighbourhood.</li> <li>• The financial benefits from rider revenue, business growth, and property valuation warrant the funding of a King-Eagle LRT stop. Costs, including land annexation, were incurred to build LRT stops in downtown Kitchener and uptown Waterloo. The Preston core, with its comparable historic and natural beauty, merits the same kind of long-term investment.</li> </ul> <p>Community benefits:</p> <ul style="list-style-type: none"> <li>• A King-Eagle LRT stop is crucial to keep, attract, and support businesses and residents in the Preston core.</li> <li>• The Preston core, with its condos, apartments, townhouses, and heritage homes, has many residents who will be serviced by a King-Eagle LRT stop.</li> <li>• A King-Eagle LRT stop is badly needed to reduce the travel time for commuters from downtown Preston to the Kitchener/Waterloo core (and vice versa). In particular, currently, information technology professionals and university students do not have an efficient public transit route between these key areas.</li> <li>• The downtown Preston area is the home of many elderly and mobility-impaired retirees who will benefit from the transit accessibility of a King-Eagle LRT stop.</li> <li>• Riverside is a major attraction of the Cambridge area. A King-Eagle LRT stop in Preston would support the many visitors who enjoy this beautiful community park.</li> </ul> <p>Environmental benefits:</p> <ul style="list-style-type: none"> <li>• A King-Eagle LRT stop would encourage environmentally-friendly mass transit, in lieu of car travel, to the popular Riverside Park in Preston. By encouraging a reduction in automobile emissions and an increase in local air quality, a King-Eagle LRT stop would support the conservation of Riverside Park and its wildlife.</li> <li>• Transit-oriented investment in downtown areas is essential to curbing the negative environmental effects of urban sprawl. A King-Eagle LRT stop would support the sustainable development of the Preston core.</li> </ul> <p>Additional remarks: If there are any other actions that you recommend to ensure that a King-Eagle LRT stop is built (e.g. emailing certain individuals, attending community events, communicating via specific social media channels, contacting the local MP for Preston, collecting petition signatures, contacting newspapers or television/radio stations, etc.), please let me know.</p>

**TABLE D4**

Comment No.	Do you have any comments or questions about the study and/or the work completed to date?
65	I am looking forward to ION Stage 2 however, I just heard that the LRT stop at King and Eagle in Preston might not be set in stone. I appreciate the reasoning behind coming up with alternative stops, however I thought I would at least send in an email to cast my "vote" for a stop at King and Eagle. I am also considering attending one of the public consultation sessions.
66	Is the AINSLIE STREET TERMINAL being moved to what is now the location of WESLEY UNITED CHURCH ?
67	<i>[This is an excerpt from an email summarizing a phone conversation a Project Team member had with a member of the public].</i> I spoke with <i>[name redacted]</i> , they own <i>[address redacted]</i> . She had questions about what properties will be impacted and what that means, whether we could go down the back of the houses, what the GO Station green blob means, why go down Eagle and not go by the Hospital? Will there be track or two down Beverly? She also pointed out that they have made a number of improvements to one of their properties.
68	<i>[Request to be removed from mailing list]</i>
69	Freeport Health Centre needs an Ion stop. Many of the patients and visitors to Freeport rely on inconvenient, unreliable, or expensive transportation such as wheelchair taxis, or regular taxis. Also, the cost is considerable in this disadvantaged population. If they choose to drive themselves, or have a family member drive them, parking is often unavailable at Freeport during peak hours. A fully accessible Ion stop at Freeport would allow for much better access to the amenities at Freeport, improving the health and convenience of patients, and visitors. Staff would also be able to travel more easily between hospital sites, and use public transport for daily commuting.
70	I recently noticed that the proposed route for phase 2 of the Light Rapid Transit from Kitchener to Cambridge has no endorsed stop in the vicinity of Freeport hospital. At best, there is only a proposal for a potential stop nearby. I would like to add my voice (particularly from a patient's point of view) as to why an LRT stop at Freeport hospital should be deemed essential. Recommending the surrounding endorsed stops at Fairway Mall and Sportsworld but not at Freeport Hospital leaves the unfortunate impression that the planners care more for shopping and entertainment than for the welfare of some of the most disadvantaged and disabled citizens of Waterloo region. I myself am a recent amputee who has spent several weeks at Freeport Hospital this past winter. As part of my therapy in preparation for a prosthesis, I will have to attend the Freeport clinic three or four times a week for several months. This requirement causes real problems when it comes to transportation. It might be assumed that I could use the Mobility Plus wheelchair buses to get from Waterloo to Freeport. But this service appears to be a victim of its own success. On several occasions in the past month no transport was available because the system proved to be overwhelmed with the number of subscribers. My only option to meet my appointments was to order a wheelchair taxi at my own expense. A one-way trip from my address in Waterloo to Freeport hospital cost approximately \$50. For many elderly and disabled people on a fixed income this amount would be an intolerable burden and some have been forced to cancel medical appointments owing to a lack of sufficient funds. If the LRT stopped at Freeport the trip would become much more affordable. The patient would simply take a taxi at a fraction of the cost from their homes to the local LRT station and carry through to Freeport. Fortunately, the new Ion trains have the much vaunted "roll-on, roll off" capacity for wheelchairs and the air suspension would make the ride much smoother than on some of the rickety old mobility plus buses. There should be no qualms about the ridership potential of a Freeport hospital station. Not only are there numerous resident patients and even more outpatients at Freeport Hospital but also a sizable staff of doctors, therapists, nurses, custodians and volunteers who work every day of the week. Even more significant are the masses of family and friends that come to comfort and assist their loved ones in hospital. At present, these visitors encounter numerous obstacles to their visitations. First, there is the outrageous cost of parking of \$3 per half-hour or \$14 per day. When visiting patients everyday for a month or two this takes a severe toll on family finances. Second, the parking lot at Freeport has been full on occasion so visitors have to return home without actually making the intended visit to patients. Third, in winter, bad weather often prevents regular visits. Older family members have considerable trepidation in driving to Freeport in inclement

**TABLE D4**

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	<p>weather. All three of these problems could be alleviated by fixing a stop at Freeport. The station could also rely on the ridership of the large neighbourhoods on either side of Morrison Road. The contribution to public health of having a stop near a major hospital, as mandated in the planning process, should be self-evident. It would make the hospital accessible to the citizens of Cambridge, Kitchener and Waterloo. The LRT would also provide a direct link for doctors and patients between the K-W campus of Grand River Hospital and Freeport. This link would facilitate K-W doctors to visit their patients in Freeport without the need of removing their cars from hospital parking lots and fighting traffic on the way. Incidentally, the Freeport stop would also promote public health by providing easier access to recreational facilities like Chicopee Ski Club and Tube Park, the Rowing Club in Schneider Park, a few baseball diamonds and some trails along the Grand River. It might be objected that the Freeport LRT station might be a bit too far from the Hospital to give easy access. This problem can be easily overcome by providing a single wheelchair bus shuttle which would continually circulate between the LRT station and the Main Entrance of the Hospital. Apparently the hospital owns the land that would give them right of way. Perhaps, in the long term, a covered rolling walkway like those in airports could be constructed. There is no doubt that with an ageing population who live longer and suffer more from cancer, dementia and diabetes (the treatment of which is focused at Freeport) will continually increase the demand for services and that it would be short-sighted not to make some accommodation in planning at this time. Unfortunately, mobility issues prevent me from attending the public consultations at this time. I am hoping that either the Chair or my Councillor, Sean Strickland, might raise some of my concerns and suggestions to the planning committee if no one else does. Given the mandate of municipalities to remove and prevent barriers to disadvantaged citizens according to the Ontario Accessibility Laws, it would seem incumbent on political representatives to give serious consideration to such measures. At the very least, the Grand River Accessibility Advisory Committee should advocate for this important measure. I am certain you will gain the gratitude of thousands of present and future constituents if you succeed in persuading others of the necessity of a Freeport Hospital LRT station.</p>
71	<p><i>[Maps were provided with suggested route alternatives – these are retained on file].</i></p>
72	<p>I have just come back from my first ION meeting and beyond confused and angry. Ten years ago I invested in Cambridge. I had searched for over 2 years looking to locate a new business and decided that I would buy/work and live in Cambridge. I purchased a house &amp; converted part into my own business. I poured my heart and soul into this business and it's about to come to an end. WHY? It is not because of anything I have done, but because some political power has decided that the ION needs to go down Hespeler (why is beyond me) and have decided Eagle is the street they want. As of 2012 the committee had decided to use the CP rails. They were going to share the lines. However, CP is no longer willing to share their rail lines. In turn, all the research has since been directed in the most congested Shantz Hill/King and Eagle Street. It doesn't matter than people and their livelihoods rely on their business; the fact that some of these residents have been in their homes for a 100 years; established churches; school bus routes, Emergency response routes; new Condos. It just doesn't matter. We created a wonderful, pleasing community and now it's being destroyed. The fact that Eagle is the main &amp; direct route for the Fire/Ambulance and Police. I hear and see numerous times a day and evening, the emergency vehicles going up and down the road. It is also the alternative escape route, when the 401 is backed up with accidents. Not to mention the morning and afternoon school buses that stop directly in front of my home. Eagle is a really, really busy street. It does not need anything else to help with the congestion. There are several alternative routes, but the committee reps, were pretty quick to say why Maple Grove to Hespeler was not acceptable; equally dismissed down Coronation, past the hospital and toward the bus station, Bishop was not viable either; the service rail lines behind all the businesses too..... it's wetlands. Funny that the rail lines are still there and have been for ages; wetlands to not appear to hinder those original lines. A number of us at the meeting, found a service rail line that could be easily used. They could load at Riverside Park. The dam at Riverside needs fixing. Why not create a larger bridge to house 2 lines; CP and the light rail could share this bridge; fix the dam and share the costs. Then they could proceed behind all the business and housing and run directly up to Hespeler Rd.</p>

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	<p>There is no need to take what doesn't belong to the City AND the costs that go with that venture. To create an alternative route that does not rip people from their homes or business. It seems pretty simple to most looking at the posters and route alternatives, that there is a direct agenda and it has nothing to do with Preston or what is best for our community. It seems to be fueled by big box stores or political issues that most of us are not privy to. STOP and THINK about the lives, homes and businesses you are destroying. STOP and THINK about the cost of what you are planning, when alternative, less destructive alternatives are available. MOSTLY JUST STOP THIS NONSENSE. This is a terrible way to run a new venture and extremely painful for most living with your decisions. I am so angry at your logic and your inability to see beyond dollars.</p>
73	<p>Some concern that King-Coronation corridor not able to be served so integrated bus route is crucial. Need to work with City of Cambridge to improve Hespeler Road corridor and convert strip malls into mixed use development including multi-unit residential to justify this route.</p>
74	<p><i>[Maps were provided with suggested route alternatives – these are retained on file].</i></p>
75	<p><i>[Maps were provided with suggested route alternatives – these are retained on file].</i></p>
76	<p>Just wondering how the LRT will affect existing access points from Hespeler Rd? If we presently have north and south bound access at a mid block light, will that full access remain?</p>
77	<p>The project timelines and costing include an assumption that construction would take place between 2025-2028. This seems arbitrarily delayed, and does not reflect how quickly the project could move ahead if funding is secured on the close of the TPAP (and before the Ontario General Election of 2018). I would hope that the Region is excited to start as soon as possible, and suggest that any delays be left to others who can be held accountable by their own stakeholders. Thank you for continuing to develop a real potential for further progress in our rapid transit network. It is vital to the success of everyone who calls Waterloo Region home.</p>
78	<p>I am a regular annual rider on GRT since 2000. I have traveled from Ainslie, within Cambridge, to Conestoga College in Kitchener, to Laurier University in Waterloo, to Via Rail eastbound to Toronto and Pearson Airport, to Conestoga Mall, to St. Jacob's and all points in between. I was not part of the first round of consultations. I live in Cambridge. These are my comments per segment of LRT:</p> <p>F2a Kitchener:</p> <ul style="list-style-type: none"> <li>- It looks like your homework has been done here. All four major criteria have been met in the fullest and best way possible.</li> </ul> <p>K2 &amp; N3 North Cambridge:</p> <ul style="list-style-type: none"> <li>- I'm in agreement with K2 up to the Sportsworld node at about Baxter Place.</li> <li>- I would tuck under Hwy 8 along King Street, turn off at Baxter Place and follow the tree line along the eastern border of River Edge Golf Club. Keep within the trees following the Grand River toward Doon Valley Golf Club. Bridge the Grand River and aim for the footpath connecting Conestoga College (Doon) and (Cambridge) Campuses or near the end of Doon Valley Drive. The footpath bridge over the 401 and can be modified/changed for LRT.</li> <li>- The bisected Doon Valley Golf course can be landscaped into a "green tunnel" to protect the train and add "walk over" interest and challenge to the course. A win win situation.</li> <li>- Two vital nodes are missing in your plan – Conestoga College; both Doon &amp; Cambridge Campuses. Current 61 bus ridership is standing room only in the morning hours and 203 IXpress is NOT an express bus (too many stops).</li> <li>- Cambridge Sportsplex will undoubtedly wind up on the Cambridge Conestoga Campus land providing yet another major node, increasing ridership and providing a solution to a major complaint about its originally proposed location.</li> <li>- GRT buses currently serving these nodes can be diverted to the Maple Grove industrial area as a much needed IXpress route for <u>shift workers</u>.</li> <li>- Bridge the 401 and aim for a parallel along the side of Morningside Drive. Arc to bypass the roundabout and take advantage of the <u>current upgrading</u> of Fountain Street bridge to include LRT. Follow a relatively <u>flat grade</u> of Fountain Street. Cross Limerick Road then Fountain Street before the curve.</li> <li>- From here one of two alternatives are possible:             <ol style="list-style-type: none"> <li>1. Preferred – Bridge Linear Park and arc roughly toward Chopin and Queenston;</li> </ol> </li> </ul>

**TABLE D4**

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	<p>Eagle and Queenston. The aim would be to <u>merge</u> into King Street and down through Preston Core. Aim for less residential impact and more prime commercial relocations. Preston, a <u>more direct</u> thoroughfare between cities, is more in need of revitalization than an already upgraded, well developed, high traffic Hespeler Road, which is well served by a very efficient GRT 200 IXpress and 51 regular route in both directions.</p> <ul style="list-style-type: none"> <li>• Bypass Shantz Hill &amp; King Street T junction bottlenecks</li> <li>• Bypass Dover Mill &amp; Riverside Park entrance</li> <li>• Remove all on street Preston Core King St. parking.</li> <li>• Create King St. lots (2) for parking (see vacant lots beside Hotel as well as car sales &amp; small plaza business at Bishop &amp; King)</li> <li>• Create (2) six level secure paid parking garages on King Street for anticipated growth because of LRT – demolish “not to code” bldgs. and relocate residents and/or businesses.</li> <li>• Space lots and garages equally throughout Preston Core</li> <li>• GRT currently has routes that connect within 5 to 10 minutes through Preston (52/56/61/64), two+ of these can remain as cross feeders to LRT.</li> <li>• Require all future apartment/condos in Cambridge to include secure underground parking in their new build plans</li> <li>• If more width is required you might opt for a one way King St. from Bishop to Eagle with one ways in the opposite direction on Duke and Queenston to create a double loop. This would require heavy truck traffic to be diverted to Hespeler Road. This is done in larger cities with success.</li> </ul> <p>2. Lining up with Eagle through Linear Park – if you insist on the C1a, C1, C2 unnecessary extension, which will negatively affect key access to a new residential subdivision and contains NO key nodes and serves solely as an access leg to Hespeler Road.</p> <p>C1a &amp; C2 Central Cambridge:</p> <ul style="list-style-type: none"> <li>- Eagle Street has <u>NO key nodes</u> and would only serve as an <u>unnecessary deviation</u> to Hespeler Road adding extra track, time, and two nearly 90 degree turns for the train to navigate.</li> <li>- This section negatively reduces key access to a new residential subdivision. It also crosses the railway at three different locations and requires bypassing a major heavy traffic intersection - Eagle, Pinebush, Hespeler Road.</li> <li>- Hespeler Road, a major heavy trucking route, would be negatively impacted by reductions in lanes, affecting capacity and ability to serve multiple existing commercial businesses.</li> <li>- Preston Core/King Street/Coronation is a <u>more direct route</u> requiring less track length, travel time (2-3 stops), and traverses <u>more key nodes</u> such as:             <ol style="list-style-type: none"> <li>1. Conestoga College – Doon Campus (K2/N3)</li> <li>2. Conestoga College – Cambridge Campus (K2/N3)</li> <li>3. Cambridge Sportsplex (future) (K2/N3)</li> <li>4. Preston Core – Commercial &amp; most in need of revitalization</li> <li>5. Cambridge Memorial Hospital (expanding)</li> <li>6. Delta plaza – Commercial (losing retail appeal)</li> <li>7. GO train service (future needs)</li> <li>8. Small town pedestrian and cyclist friendly environments</li> </ol> </li> </ul> <p>S2a &amp; S3 South Cambridge:</p> <ul style="list-style-type: none"> <li>- too many converging access roads at Hespeler Rd             <ul style="list-style-type: none"> <li>• Hespeler Road – Bridge over railway, Plaza access</li> <li>• Avenue Road</li> <li>• Norfolk Avenue</li> <li>• Brooklyne Road</li> </ul> </li> <li>- not enough time for drivers to navigate safely</li> <li>- Parallel along Coronation to Dundas (Center Boulevard? like St. Clair Ave in Toronto)</li> </ul>

**TABLE D4**

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	<ol style="list-style-type: none"> <li>1. Cross Dundas after the Delta Plaza and after Jarvis St.</li> <li>2. Cut through commercial (Pool supply, etc.) using traffic light and on to S3; This may provide prime commercial relocation opportunities</li> <li>3. Alternatively cross Coronation before Hospital &amp; Babcock (unlikely)</li> <li>4. Alternatively continue on Dundas and gentle curve through the corner commercial lot (Q-BBQ restaurant &amp; 1-2 residences) (unlikely) to Beverly S3</li> </ol> <ul style="list-style-type: none"> <li>- Are there traffic signal interrupters like the BRT? <ul style="list-style-type: none"> <li>• How frequent are the trains going to be?</li> <li>• One track or two?</li> </ul> </li> <li>- I agree, in principle, with these two segments because they connect with the future GO train service <u>node</u> and have a gentle arc toward the Ainslie terminus on a practical flat plane</li> </ul> <p>Ainslie Terminus:</p> <ul style="list-style-type: none"> <li>- Adjacent property can be bought out and annexed for the Terminus and Garage <ul style="list-style-type: none"> <li>• Bowling Alley</li> <li>• Junk owner</li> <li>• Two double semi-detached residences</li> <li>• Old garage/machine shop tucked into the hill</li> </ul> </li> <li>- There is enough property to provide the necessary loop back.</li> <li>- Six level secure parking garages are needed in Cambridge's downtown core in <u>advance</u> of LRT completion for anticipated growth and revitalization</li> </ul> <p>I hope that planning has not already reached a foregone conclusion and that a core plan is not already set in stone. I understand that there are many issues and parties needs to consider and that I do not possess the necessary certifications to assess certain areas. I am, however, a potential long term patron of this future service and look forward to its construction and implementation. I also hope that my perspectives shed some light on the planning process and help determine its direction in some small way. I like:</p> <ul style="list-style-type: none"> <li>- the prospect of traveling through the three cities in one vehicle.</li> <li>- connecting with other forms of transport like: <ul style="list-style-type: none"> <li>• Grand River Transit buses</li> <li>• Via Rail</li> <li>• GO train</li> </ul> </li> <li>- the ease and access to multiple regional Colleges &amp; Universities</li> <li>- the ease and access to multiple regional hospitals</li> <li>- the ease and access to multiple entertainment &amp; sports centres</li> <li>- the choice of shopping malls, plazas, and core commercial areas</li> <li>- the comfort of not traveling any of the 100km/hr length of the 401 without a seat belt.</li> </ul> <p>I wish you all the best. Thank you for allowing me to contribute.</p>
79	<p>Hello this is to voice my concerns to the LRT going through the path behind Beverly Street in Cambridge. 1) Environmental This path goes through Soper Park and wildlife is abundant, from squirrels to Rabbits to the occasional Deer and Beaver in the creek. There are a large number of geese, ducks and a heron who call the creek home. The Friends of Mill creek have worked very hard at bringing the fish population back up to a healthy level in the creek. By having a vehicle going down this path a number of times a day it will cause disruption to the established wildlife in the area. As we are all aware within our cities thriving green spaces are becoming harder and harder to find so we should do our best to ensure they are protected and not disturbed. Mill creek runs into the Grand River, if there was an accident on the path with caused any sort of debris or liquid from the train to flow into the creek there would be no way of stopping it from entering the Grand River. The contaminating could be felt in Cambridge, Paris and Brantford depending on what it was. 2) Leisure activities This is a very well used path, from jogging groups, walking groups, bike riders to people walking their dogs this is a very well-travelled path. At any time someone is making their way down this path, often to access the downtown core area. The city has just put up marker signs showing distance to downtown and the mall so they are well aware that this path is used by people. By having the train on this path you are taking this serene area away from many who enjoy using it. When the train tracks were</p>

**TABLE D4**

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	<p>removed years ago someone had the fabulous idea to turn it into a positive asset to the city by making it a path, now we are moving backwards. 3) Quality of life The people who live on the street have the right to live in an environment that is secure and peaceful. If the train is to go down the path you would have to widen the path and since there is a large embankment you would have to infringe on people's yards. The noise from the train would be disturbing in the back yard, when people moved into this street they did not have a train behind them and should not have one forced on them. If you move into a home that has an active track behind you that is a conscious decision that you make but this is not the case with what is being proposed. How would any of you like to trade in the view of trees and the creek that you chose when you moved in to the view of the LRT running behind your house. Many of these houses have children, if a child is playing in their backyard they should have the ability to retrieve a ball or kite that went over the fence without fear of a train coming down the path. If you have not walked the path I would say that you should. Come for a walk, start downtown behind First United Street, stroll up and go into the park you will see what a vibrant and wonderful spot this is. We should be trying to save such places not destroy their essence. Beverly Street itself could be utilized for the LRT if you reduced it to one lane the other could be used for the LRT. I know that many say the street is busy and this would create traffic flow issues but there are many other streets that could take the traffic in the other direction. Cities make these types of changes all the time and people get used to it. By looking at using the street itself you save the path and the park. thank you for considering my opinion.</p>
80	<p>I am writing to you in the hope that you will do the right thing and stand behind your constituents in regards to this insane plan to bring lrt thru our residential area in Preston. I can not believe this is even being given consideration! How is it possible that a plan that includes taking people's homes and ruining property values of those left behind, is even on the table. My God! The congestion we already deal with at eagle and king street and blocks surrounding that intersection are so bad on a daily basis, let alone adding trains and people to the mix. Might I also add, I am confident that this is a TOTAL waste of our taxpayers money. We do not have the ridership now, or in 10 yrs to support the cost of this endeavour. Sure our bus system could be improved, routes added, hours improved. The "cool" factor, as quoted in an article in exchange magazine, is NOT a reason to destroy people's homes, lively hoods, and places of worship! Please stand behind us in finding another solution to this proposal,</p>
81	<p>You appear to have only one vision to get this job done no matter how many families you affect. It is also more difficult on moving and disrupting seniors lives. This area is an older part of town so you have a lot of older people here. They have put a lifetime into their homes. Now you come along with your power and authority taking what ever you want. It appears you really don't care how people feel or the damage you are doing. It's not your fancy homes that are being taken away. Your thinking ability is just tunnel vision, this is progress. You are dealing with real people that you are hurting. These people in this area helped build this town with their taxes and community services. You are impacting the lives of many families when you decided to come all the way up EAGLE ST. with your LRT. Therefore what ever money we receive will not be enough to relocate, so where do we go. The money we will receive will not last long in an old folks home or renting apartment nowadays. You think a 70 year old couple can get a mortgage for a new house with very little income. But the sad thing is you couldn't care less, not your problem. If you look at your proposal options, (THE SPEEDVILLE RD.) is the less impact of all. Look at the homes you have to remove coming up EAGLE ST. compared to the ones on SPEEDVILLE RD. Plus there is a new subdivision going up in that area now. Therefore many people could use this service. Please remember you are impacting many many lives by coming up EAGLE ST. We have put a lifetime in this area. Please thinking long and hard on what you are doing to our lives. we have many concerns and the high cost coming up EAGLE ST.</p>
82	<p>1) With respect to the Freeport Hospital name, I appreciate you advising me of that on Google maps. I have tried to send a correction to rename to GRH Freeport Campus, but they haven't altered it yet. I'll keep trying. 2) With respect to accessing the hospital master plan and our transportation section in it, <i>[personal information redacted]</i>. We are engaging in a master planning exercise, but I don't know its status. Just to note our CEO is going to communicate our amended position to the region with respect to light rail at Freeport. Basically, he believes we</p>

**TABLE D4**

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	should have a stronger focus on getting accessible transit to the front door of Freeport rather than having an ION station close by.
83	I've just been made aware of the planned route of the LRT through Preston, and I have to wonder what these planners are smoking. For anyone that lives in South Preston or on Eagle Street (North and South) this will turn out as disastrous. As for a 'Cost to Benefit', these 'wasted monies' will never be recouped in anyway. This will not only result the upheaval and destruction of people's lives and homes, but result in an massive increase in the cost of living, leaving many with no other option but to move. Other concerns: -The sound of as train running through neighbourhoods - this is an outrageous idea leading me to once again wonder, who thinks of these ideas. -A pure waste of Tax Dollars, as the massive cost would dwarf the benefits. -Why, or Why Not has a MAPLE GROVE route been considered, No homes need to be destroyed and no people have to be dislodged, or does that make too much sense. -As for the 'Immediate and Future Cost', the purchasing of the required land and revenue developed by this 'train' will never end up as a plus for the tax payer, as this will end up being a giant tax burden that will never end as this 'train operation' will have to be subsidized (forever). -Preston will never be the same I have lived here for a number of years, I always enjoy going for walks , it is so nice and relaxing and quiet, meeting people along the way, and hearing the town church bells chime, all you will hear is the sound of the trains. this is a foreseen nightmare. I understand this will not happen until twenty twenty six [year 2026], the emotional side of this is hard to accept and I am in a baffled state as to how this can be. - I feel that in the future there will an overwhelming price for this 'future development', leaving us all angered and mortified.
84	I am writing to you with my concern for the proposal to run lrt through Preston. I can not believe this is even being considered! How is it possible that taking people's homes and ruining property values of those left behind, is even on the table. My God! The congestion we already deal with at eagle and king street and the blocks surrounding that intersection are so bad on a daily basis, let alone adding trains and people to the mix. The " cool" factor , as quoted in an article in Exchange magazine, is NOT a reason to destroy people's homes,lively hoods and places of worship! Please come to your senses and figure out a more rational route. What about including Conestoga college in this route? what about Maple grove/boxwood area? This is where there is development currently. Where there is room for development. Not a path of destruction through an already established, mature, heritage area!!!!
85	I am writing to object to the ION transit system being routed up Eagle Street and to voice my concerns for the negative impact it will have on the Preston community and its surroundings, not to mention the tremendous financial impact it will have on taxpayers. While I can appreciate current construction for the betterment of Shantz Hill and the inconvenience it has caused to better move traffic through this already congested area; to further impose the ION route on this community would be detrimental to Preston residents and their surroundings. Why would the City of Cambridge, who opposes that any citizen cut so much as a tree branch off a city tree, destroy this communities natural habitat by imposing a massive bridge into our community, all while destroying heritage homes, businesses, and disrupting lives in the process? This would be a blatant disregard for the community and speaks of the lack of concern for tax payers in order for the City of Cambridge to force their political agendas upon our community. As one of many concerned voters, I would ask that the ION transit system not be routed up Eagle Street and that an alternate route be considered such as Speedsville or Maple Grove road.
86	I'm writing today to express my support for completing the ION line as planned into Cambridge. I have family in the old Galt area, and have traveled there from Kitchener many times in the past, including by car, bus, and even bicycle (with kids in a trailer). There are load of great destinations along the proposed route, and I look forward to traveling them someday with my family.
87	We received the "Stop the ION LRT on Eagle Street" flyer in our mail today and we are writing to express our opposition to this plan. We are not sure there is anything we can say that others have not already said, but we live four houses from the proposed route on Eagle Street and we do have some concerns. We do hope than any proposal for the LRT includes clear plans for those who own properties that will be directly effected by the route, or those who live near it, as we do. We have to replace the sewer line under our property, which will could cost over \$10,000, and make other necessary renovations to our house, but it seems pointless to do so

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	until we know what effect the LRT is going to have on us. All we really want is clarity and honesty on the plans for the residents of Preston. Does the region and the city really want to turn the Eagle St area into a high-density housing zone, as the flyer says? What effect will this have on people who are not in the direct path of the LRT, but, like us, are close enough to be effected by it? I should have gone to a public meeting, but I wish the officials would put clearer and more detailed information on the website so that the general public has more information. Vague, 30,000 foot maps (which still list the Moore to Eagle route as "alternate") on the www.stage2ion.ca site, with no details I can find on what will be done for residents of the area, are an inadequate way to inform the public. You cannot close discussions on this until you have provided all the details.
88	The sooner light rail goes through to Galt/Cambridge, the more connected Cambridge will be with the rest of Waterloo Region. University students will be able to live in different areas of WR and the downtown cores will be easier to access for business and residential. Yes there will be inconvenience while construction takes place, and yes there will need to be a change of culture toward public transit, and yes people will be grumpy, but if WR is going to grow and be vibrant we can't be afraid of that.
89	The route that proposes to go over the river descending Shantz Hill Rd. is a non starter and completely wrong. I'm in favor but the routes need more deliberation and public input.
90	This is a terrible idea. Heritage place and this ion would ruin it. Get a car or take the bus
91	It's definitely time to bring light rail trains to Cambridge. The preliminary route looks like it would be a good one - as long as any environmental concerns that are discovered were respected. In fact, in my opinion, the sooner this is completed, the better.
92	I support this ONLY if you can get the Milton line GO transit to finally come to Cambridge, just as Lee Palvetzian had tried to do for years. It makes more sense than the 50 minutes extra time on the Georgetown line to Kitchener.
93	I was just told that the light rail is going to come down Shantz Hill in a two tier bridge into Preston, then have two tracks on either side of Eagle St linking over to Hespeler Rd. If that's true, I'm asking that you please reconsider since it will disturb our lovely community. I can't imagine having trains running by Riverside park every 8 minutes. How horrible! Can the light rail not come down Speedsville, and use the old train track section that runs North along Eagle St? Those tracks are paved over on Speedsville rd, so they can't be in use. Having a two tier track coming into the entrance of our small town will look horrible.
94	Although the idea of LRT for the Kitchener and Waterloo cities seems like a good idea, Stage 2 is a waste of money and is simply an extra step in Floating the councils boat. The ridership between Kitchener and Cambridge is dismal. Yet in the minds of the region, it is ok to destroy people's homes and to destroy our beautiful city to build a ghost train. The Council Members that think it is ok to expropriate people from their homes in the name of growth obviously are not affected in any way by this. They should be ashamed of themselves for not being able to come up with a way not to waste money and not affect so many lives.
95	As we are reluctantly paying for this colossal burden, Cambridge should have it. I disagree with the route. Why clog Hespeler Rd. even further. Why not skirt Riverside Park, have a stop at King and Eagle, go behind the homes on the north side of Eagle, parallel the 401, through the big box area at 401 and Hespeler, down Conestoga Blvd. corridor, between Zehrs and Cambridge Centre, down behind businesses on east side of Hespeler and on to the old railway spur to Beverly and on to downtown Galt bus depot.
96	ION LRT to Cambridge is a start....
97	I moved back to Cambridge in 2009 to be closer to my family and chose to settle in Preston. Here I discovered a friendly community where I decided to purchase my first home on <i>[details redacted]</i> . My home is a house from the early twentieth century, built in 1915. It is a beautiful home that I have restored to its former glory, where my family and friends come to visit me. My home in Preston has allowed me to meet the people here. When I am working outside in the summer, people stop to chat, Preston is a very friendly community. I go for walks on the local trails, Preston is a beautiful area, full of wetlands and wildlife. Today the city council tells the people that the LRT is going to help us. They say that more

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	<p>people and businesses will be brought in with this train. They say that it will be more eco-friendly and convenient for our use.</p> <p>But what is this LRT really doing to our city? We of Preston are a part of Cambridge. We are part of Cambridge, not Toronto or Ottawa. This LRT is trying to replicate a bigger city. Do you know why people want to move here? They come here to get away from the cramping, noise, high buildings and the busyness of a big city. They come to enjoy the quiet suburban life with greenery and the peaceful environment. They come to renew their relationships with the community, their families, and nature. This LRT is doing everything in its power to rip this dream from everyone.</p> <p>The city releases propaganda about the new LRT designs. It affects everyone in Cambridge, not just us in Preston. But we in Preston will be the first to be affected. The new LRT designs call for tearing out homes. The apartment building on the opposite side of the street of me is the type of building the city wants to fill Preston with, so it will likely stay. But my home will be the one to go. All the houses on my side of the street will be torn up from the earth. All the families who live here happily will be uprooted from their homes. Where will we go in the chaos of this LRT?</p> <p>The city should put its focus onto funding education, health care, and small businesses. The characteristics that make us Preston are the small businesses, our schools, our community. The LRT will take out the "unwanted" small businesses. Our hospitals will be harder to reach if this train passes through the streets. They say that there will be double tracks and double roads, but how will the ambulances, fire trucks and police make their way along this route without it impacting emergency vehicle response?</p> <p>Do you believe that it is right and just to uproot a community like this? Our houses are being torn from the roots. Our businesses are being evicted by the construction banner. Our values are being degraded by the promise of an old style transportation method that was already removed once. There was a rail system between Hespeler and Preston in 1895. It obviously did not survive the test of time, why bring it back? Technology today is looking at driverless cars, battery cars, why use a technology from the 1800s?</p> <p>We want our tax dollars to be put to better use. Instead of this unnecessary train transportation platform, we want better health care. We want our businesses to flourish. We want our single family homes to remain as they are. If none of these things stay, then we lose what makes us Preston. We don't want to be a copycat of a big city, there is only one Preston. We are the people of Preston, and we all know that without the support of the people, the government cannot hold power. This government does not get my vote.</p>
98	<p>I strongly support this for several reasons. firstly, it would be beneficial to be able to move around the area faster and cheaper. Secondly, it would have great environmental impact by reducing the amount of cars on the roads, thereby reducing the amount of pollution. Thirdly, it would reduce the amount of accidents on the roads</p>
99	<p>Cambridge needs better ways of public transportation! I fully support the ION coming to Cambridge!!!</p>
100	<p><i>[below are excerpts from an email chain between the responder and the Project Team, with the key comments; personal information and comments not relevant to the issue are not shown].</i></p> <p>Comment: You did not respond to my question, "In particular, is it true that the preferred route for the ION route to Cambridge will reduce the four-lane highway in a stretch of highway in the Hidden Valley from 4 lanes to 2 lanes?" I ask for a straight yes or no response by return email.</p> <p>Response: At this time the preferred route for Stage 2 ION is on River Road. We have determined that we will stay within the right-of-way designated by the River Road EA. We do not have all the design details to definitively say what the cross section will look like. We are currently working on the preliminary design and will be having more public consultation in the fall. Please sign up at <a href="http://www.stage2ion.ca">www.stage2ion.ca</a> to be kept up to date on the project.</p> <p>Comment: Thank you for your response. I recall you from the River Road Extension project. I seek clarification to your response. If the light rail transit is to "stay within the right-of-way designated by the River Road EA", something has to give. This would either be lanes of vehicular traffic or pedestrian walkways. In the information provided at public information meetings, and on the Region's web site, this important detail is not shared with the public. <i>[name redacted]</i> in a telephone conversation with me, and in conversations with others, acknowledged</p>

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	<p>that the light rail transit line would necessitate the reduction of the River Road Extension from 4 lanes to 2 lanes. Accordingly, I ask you to state whether [name redacted] assertions are accurate or not. Further, I would like you to state what considerations are being made now to accommodate the light rail transit within the River Road Extension corridor. I really wanted to have answers to my questions and queries now so that I may make an intelligent coherent response to the current information provided on the web site as requested. I find it extremely frustrating to be unable to find data and studies that support the various designs that are shown to be preferred by regional staff. Quite frankly, I view the exercise useless in the absence of such studies and data. In my view, stating reasons for or against various routes that are being considered without such supporting documentation is offensive to intelligent citizen taxpayers. Once again, I request the information sought on March 9, 2017. I see no reason for delay since this is currently under review by regional staff.</p> <p>Response: [name redacted], the information about the exact details of our route design and is being worked on now and will be shared this fall. All of our analysis and process to date is available online at <a href="http://www.stage2ion.ca">www.stage2ion.ca</a>.</p> <p>Comment: I agree that the process seems to be quite clear at the link you provided. I had checked it out before, but have reviewed the various links in detail once again. I see no real analysis of the cost as it applies to specific sections as mapped (F2, K2, N3, etc.) In fact, the information package contains the following very vague statements, "The Preliminary Preferred Route is estimated to cost approximately \$1.25 billion. This estimate is based on the best information we have right now (30 per cent precision, five per cent conceptual design)." I seek more precise estimates that speaks to the changes in routes from those presented in Stage 1. Further, I see no analysis of traffic volumes resulting from the proposed routes. I received a phone message from [name redacted]. He has advised me that he will not address my major concern re. the reduction of the River Road Extension from the planned 4 lanes to the 2 lanes that [name redacted] admitted would be likely necessary. Let me review: I request a written response to my questions that will identify the current information with other information that will be presented elsewhere and also presented in the future. This need for a written answer is the only way to fully evaluate the proposals on the table that I am being requested to provide written comment on. It is ironic that you expect me to provide written comments on information that has not yet been provided to me in writing. I also expect that you will include our communications as part of the written record of consultation and inquiries on this matter. If you do not have an expectation or plan to include copy of these communications in the record, I respectfully ask you why not?</p>
101	<p>Unfortunately, as a resident of Cambridge (Preston), I feel the ION is a huge cost the average homeowner cannot bear. It will destroy homes and businesses and there will be noise and environmental concerns. Please relocate!!</p>
102	<p>We are commenting on our concerns about the proposed final part of the route for the LRT in the Galt area. First United Church is located basically at the corner of Wellington and Main Sts and is the oldest Sanctuary in Galt (192 yrs). Our concerns are about the vibration damage and noise level that has the potential to disturb the building, services and meetings. We would ask that you reconsider an alternative route for the final section even if it was across the creek.</p>
103	<p>Alternative route, advantages, potential stops [refer to map on file]: - Route could serve Kitchener Industrial Arena (depends on track location - Pioneer museum and Homer Watson Park - Pioneer Park Plaza - Doon area residential community - Conestoga College (both sides of 401) - Use of old track bed from Blair to Down town Galt - Possible walking bridge from west side of track to Cambridge Hospital - The largest plus would be a track installed at a fraction of the cost of the current proposal - Considerably less disruption to residences and to traffic</p>
104	<p>I cannot comment on the entire Preliminary Preferred LRT Route Stage 2, since I'm not very familiar with all of the areas until it hits Preston and that area I know very well, since I live in there. I feel wool was pulled over my eyes when the Region of Waterloo a few years first tried to sell the idea of the LRT to the public. The initial the plan to use the existing rail corridor linking Kitchener and Cambridge had to be thrown out because ION officials did not get permission from the railway. What happened there? Didn't the planners do their preliminary planning back then?? The option to build a fly-over at Shantz Hill Road and continue it over the Speed River,</p>

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	<p>possibly the adjacent wet land and the Linear/Bob McMullen Trail in order to then continue on Moore Street and make a left turn onto Eagle Street, seems ludicrous at best for only one LRT stop in Preston!! This would be ruining the quiet area of Preston including disturbing the wild life. When the idea of the LRT was sold to the public I was told that the LRT would be using existing road ways. However, now it turns out to be very different: once the LRT turns onto Eagle Street, that street will need to be widened in order to accommodate vehicular traffic, meaning a number of houses and buildings will likely be torn down. Speaking of Eagle Street, 2 GRT buses(# 64 and # 56) run at some point on Eagle Street. These buses serve the ridership in the Preston neighbourhoods to get to and from Cambridge Centre Station, in other words, should the LRT come to Cambridge Centre Station the Preston ridership can get to it without the LRT stop in Preston. I sincerely hope that the planners as well as the Regional Council will take NO for an answer much like they had to when they did not get the permission from the railway to use the existing rail corridor linking Kitchener and Cambridge. Please do not get me wrong: I do not have a car and when I'm not using my feet or my bicycle I'm an avid public transit user and I was looking forward to the LRT, hoping actually that it would go through Preston on King Street. Having said that at this point I would prefer if there was NO LRT stop in Preston, and if the LRT was never to come to Cambridge that would be alright as well. Please do not ruin the Preston neighbourhood. However, if the LRT must be continued to Cambridge, there is always the option of making the part from Fairview Mall to Cambridge a subway.</p>
105	<p>It has been great to see construction nearing completion on ION LRT in Kitchener and Waterloo while simultaneously seeing the planning for ION Phase 2 to Cambridge being advanced as well. It has been troubling though to see some misleading/incorrect information being circulated recently in Cambridge that is so reminiscent of the years of controversy and downright false information that we endured over the time it took for the Phase 1 ION Rapid Transit approval. Please don't fall victim to this fear mongering and misinformation. There has been a great amount of engagement and community engagement over several years in the planning so far of Phase 2. The latest route proposal seems very strong and needs to include Preston as it does - creating effective rapid transit for key parts of Cambridge including important connections to local bus routes, express bus routes, GO buses, and future GO trains. We need to ensure that light rail transit includes Cambridge - that Cambridge has the best possible connectivity to the rest of Waterloo Region and that everyone in Waterloo Region has great connectivity to all of Cambridge. We are already seeing so many positive benefits from ION in Waterloo and Kitchener. Please continue to move forward with all aspects of ION including the planning for Phase 2 to Cambridge to ensure the best possible future quality of life for everyone in our Region.</p>
106	<p>I am in support of the LRT coming to Cambridge. It would offer better job opportunities for people living in the region to go toward Toronto and boost the local economy. Reality is that it is hard to find a job in Cambridge unless you want to work restaurant or retail jobs. The LRT needs to be thought out though and not just routed through neighbourhoods</p>
107	<p><i>[Comments contain confidential information and are retained on file]</i></p>
108	<p>We found that the people that represented the Region at the two open houses in Preston recently had very little knowledge of what was really going to happen. Top people such as engineers and real estate people should have been present.</p>
109	<p>My comments focus on the Kitchener (F) segment; I have a generally neutral opinion (no response) about the preliminary preferred route through Cambridge.</p>
110	<p>I strongly support this for several reasons. firstly, it would be beneficial to be able to move around the area faster and cheaper. Secondly, it would have great environmental impact by reducing the amount of cars on the roads, thereby reducing the amount of pollution. Thirdly, it would reduce the amount of accidents on the roads</p>
111	<p>As a resident of Preston I strongly object to the plans of ION. Concerned for the welfare of my community I demand you find an alternative route that does not destroy homes and businesses.</p>
112	<p>In fairness and for the future of the tri cities the Ion phase 2 needs to include linking Kitchener to Cambridge "the other side of the 401" Many residents and college students live and work on both sides. My family and I live in doon and often travel to Cambridge. It seems that it mimics</p>

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	Kitchener waiting for so long to get GO service to link it to Toronto. Think forward- think of the future now ... rather than later
113	Hi! I just heard that there is a plan to bring the LRT into Cambridge. What is the proposed route, I heard it might be down Shantz Hill and along Eagle Street. Why does it need to hit Preston with the traffic problems we already have? Doesn't it make more sense to travel along the 401 or other non residential areas? In my opinion the greatest advantage for "trains" would be better service into Toronto rather than within the city. Before you make a decision, please let us have some input. The Cambridge Times would be a good place to make people aware. We also value the quiet community we have. Please build it in areas were new development is starting so people can choose to live near it. Thank you.
114	Scope: the comments are limited to the Preliminary Preferred Route F2a and K2 sections of the proposed LRT routing between River Road and Deer Ridge Drive. <u>Our Understanding of the proposal:</u> 1. The LRT tracks will be a double track layout running in between the existing single vehicular traffic lanes. 2. No left turns will be allowed across the LRT tracks. 3. Vehicular traffic can only cross the tracks at traffic lights. 4. No additional traffic lights or stops are proposed between River Road and Deer Ridge Drive. 5. Trains will stop at stop lights, but no passengers will be allowed on or off. 6. The LRT will have its own new bridge over the Grand River near the Freeport Hospital. 7. Road right away at Faith Evangelical Missionary Church is wide enough and no land purchase is required. 8. No stops to let passengers on or off between Fairview Mall and proposed Sportsworld Drive station. 9. Access to Faith Evangelical Missionary Church will not be taken away but could be changed or reconfigured. There will be right-in, right-out entrance/exit restrictions.
115	I live in Preston...and I am very disappointed in what is to take place in my community. First of all when you live in Cambridge...we seem to always be second fiddle to Kitchener...not seemingly to have an opinion or saying what's right for OUR communities. I do realize that our Mayor tries hard to fight for us...but I do feel he needs more help from ALL communities... PRESTON, HESPELER AND GALT....I will have to say I don't want to see the bus or train or tons of people outside my livingroom window. We need to put a STOP to this...HOW...NOW....please help us make this decision in STOPPING...the ION...travelling through MY COMMUNITY...not a go for this area....please help us..the people..whom are very important...
116	Let me begin by stating that I have never before been compelled to write to my local representative regarding an issue before now. I have lived in Cambridge (Preston) for over 25 years now. Currently I am employed in downtown Kitchener and, as such, frequently drive down Shantz Hill on my way home. For months I have wondered about the work being done on the side of Shantz Hill (tree and shrub removal, grading, etc.). To say I was surprised to find out that this work is being done in preparation for the ION route through Cambridge would be a gross understatement. I was under the impression that the ION route was still in the proposal stage. Why would this work be undertaken before the route was finalized? Efficient use of my tax dollars? But I digress.... The more important question is why is the ION route being proposed to travel down Shantz Hill, cross Fountain Street (on an elevated platform so high as to accommodate transport trucks passing underneath), cross the river and then turn onto Eagle Street. I do not believe Eagle Street in Preston is not wide enough to accommodate two way ION travel, two lanes of vehicular traffic and sidewalks without the destruction of numerous multi-unit dwellings and businesses. Further, an elevated bridge over the existing rail tracks would severely and negatively impact the look and feel of Riverside Park. This proposal is appalling. Not only will it destroy numerous family homes and destroy local businesses (and possibly two houses of worship), it will do nothing to improve Cambridge. It will, however, obliterate the quaint feel of Preston. I beg of you – please find a more appropriate route.
117	I was not a supporter of the Kitchener ION, however I think we are making a huge mistake by not completing the full light rail line to encompass the whole region. Cambridge residents working in the K/W area, and K/W residents working in the Cambridge area would not benefit from half a ION. If we are going lets go all the way. Maybe the SportsPlex could be put on hold for a few years in favour of the ION. It would reduce traffic and congestion.
118	- Public awareness through communication has been poor, three letters received only in Feb 2017? - Where are ridership statistics justifying the LRT?

**TABLE D4**

Comment No.	Do you have any comments or questions about the study and/or the work completed to date?
119	<p>In regards to LRT for Cambridge, I fully support the expansion. My reasons are quite simple: Cambridge needs to make a mark on the map and I also don't want to see mistakes happen. When building a city and preparing for steady growth, having big name businesses come here is a huge part. But having the necessary public transit is even more important. Toronto's subway system is what helps get people from the outer areas to downtown. We are already seeing many people taking the iXpress for those exact reasons so we need to find a more effective way for the future riders to be able to still get to where they need to be. Those not in favour are those who don't see Cambridge expanding and are still set in their minds that its the 3 towns. Wake up, the world population isn't stopping. We will need this, so we need to start planning and doing the construction now before its too late. if we wait too long, then we will be rushed to complete it and many issues will arise. Please once the construction for the LRT Ion in KW is finished, start working in Cambridge. When everything is done, everyone will be happy. Those opposed are more angry about the construction. When its done property values will increase and businesses will start to boom. Especially in that area of Eagle - they need more traffic of people to support the businesses.</p>
120	<p>Kitchener Honda was relocated to this location in 2012 from 1620 King St. East where there were similar issues with entry/exit onto the premises. At that location, long term growth was affected for over 30 years due to left turn entry being restricted by a meridian. The PPR threatens to create an identical situation to the problem at the previous location. As an example of how crucial easy access to a business is to its long term health, Kitchener Honda has already seen a doubling of sales within the past 5 years in comparison to its old location less than 5 minutes away. The PPR threatens the continued business health and livelihood of over 50 employees working at Kitchener Honda.</p>
121	<p>a) The social media discussion of this route by both sides of the debate; our local transportation lobby group and the residents of Eagle/Moore is not helpful. One side says pieces and slices only; the other says destruction of a neighbourhood. In this case The Region needs to be significantly more forth coming with maps of property requirements. Until this is done, neither side is to be believed. Also more information about Shantz Hill and achieving the required % slope via bridging is a requirement. Your representative at the March 1 open house and I discussed the LRV slope requirements and how they will be achieved on Shantz Hill. This also is a point of contention between social media factions. The Region needs to be much clearer on property and engineering requirements. b) Much of the area around a proposed Eagle St/King St stop is involved with floodplain, mill pond and Riverside Park which cannot be considered redevelopment lands. An LRT stop has a normal population and redevelopment catchment area around it. What % of normal catchment area for an LRT stop is restricted from development at King and Eagle? Ridership and business plan are not yet the focus of Regional meetings. However, I suggest that Cambridge GRT and aBRT have significant ridership issues. Each Cambridge LRT stop will need maximum rider input. How do flood plain, mill pond and Riverside Park adjacent to King/Eagle stop contribute to needed ridership?</p>
122	<p>The Cambridge Environmental Advisory Committee (CEAC) will be submitting comments on the information presented at the Stage 2 ION PCC #2 after their next scheduled meeting on March 22, 2017.</p>
123	<p><i>[stakeholder letter regarding MTCS requirements – retained on file]</i></p>
124	<p>Despite the project completion horizon being 10+ years away, thank you for undertaking the planning of this valuable future asset for Cambridge.</p>

# Appendix E

## Online Survey Responses

## APPENDIX E – ONLINE SURVEY RESPONSES

The Engage Waterloo online survey was available to members of the public through the project website [www.stage21ON.ca](http://www.stage21ON.ca), to provide comments on the project. The survey was available until March 17, 2017.

Responses were entered directly into the online tool. The survey manager then extracted the data and provided it to the project team for review. In total, 259 submissions were received.

The tables below present the output from the Engage Waterloo online survey and are organized as follows:

- Table E1: What do you like about the Preliminary Preferred Route?
- Table E2: What challenges do you see with the Preliminary Preferred Route?
- Table E3: What new issues or information do we need to consider about the Preliminary Preferred Route?

Information identifying individuals or specific addresses has been redacted as noted in square brackets, e.g. [ ... ]. Besides minor corrections for spelling, no other editing has been done.

<b>TABLE E1</b>	
<b>Comment No.</b>	<b>What do you like about the Preliminary Preferred Route?</b>
E1	I like that the Ion will travel down Hespeler Road.
E2	It services many areas but appears to miss areas with high ridership potential such as hospitals, colleges and large employers.
E4	I struggle to like anything about the LRT but the preferred route does hit the main arteries from Kitchener to and within Cambridge.
E5	Direct connection between Kitchener/Waterloo and Cambridge.
E6	connecting the tri cities via alternative transport to reduce traffic congestion on the 8/7/85 is crucial. long term this is a good plan.
E7	- Use of exiting traditional travel corridors - Small number of stops for the length meaning that average speeds will be high - Likelihood that a future Galt GO station will fit with the route
E8	As I am not familiar with the other areas of the route and potential impacts, my responses are primarily in relation to the area indicated as “North Cambridge (K,N)” which has the most impact. North Cambridge (K, N): Beyond the stop at Sportsworld allowing ridership to make connections to the Go or Greyhound bus service, there isn’t much to like. Although it is nice to have a stop at the King and Eagle area in Preston, the single stop offered along this route is not commensurate to the loss of property, environmental and socio-impact the proposed preferred route will have on the Preston community.
E9	Hwy 8 to King Street or Sportsworld Shantz Hill Or Cherry blossom to Fountain street. Also use HWY 24 regularly
E10	I like that it connects Kitchener to not just one part of Cambridge. It seems to be central enough to all three areas of the city, which I think is important. I like that it will not be too disruptive to Water and Ainslie streets.
E11	The balance of features to cost seem reasonable.

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
E12	nothing
E13	Focused on populated areas where intensification can be a goal Visible through most of the corridor to people (ie not hidden on an isolated rail corridor)
E14	The preferred route meets several important criteria for me. It hit's the current sportsworld crossing area, which should help focus development there. It goes through Preston, which while disruptive and contentious, is important, as it is a dense area, that should be well served, as well, it is an area which could support the business case for the train. The use of the railway to bypass Hespler and Eagle is clever, but unfortunate as it limits potential there. Bypassing delta is an advantage, but there are some costs, everything in planning is a trade off. Also, re-purposing the King St. bridge for pedestrian and cycling traffic is a nice touch. Using the River Rd. extension also seems like a smart plan.
E15	Its straight forward and makes the critical stops efficiently
E16	Absolutely nothing.
E17	it has stops in all 3 cores of Cambridge
E18	All of it. The route serves as many major areas as possible in a city that is not well laid out.
E19	The survival of the Preston station is encouraging, and I like the use of the old railway corridor to enter Galt. The plans to fit separated tracks onto Galt's narrow streets always seemed like a weak part of the original plan. Running along Highway 8 between Preston and the south end of Kitchener is a good idea. It might be slower than an off-street corridor, but could help eventual redevelopment in the Sportsworld area. (I would prefer if the stop could be named after something other than a defunct theme park.). The use of a rail spur to bypass the junction of Hespeler Road and Eagle Street/Pinebush Road also seems like a sensible way to avoid an already complicated corner. I assume Pinebush station would be off-street?
E22	It hits a few major destinations i.e. mall, terminals.
E23	I do not like anything about this route.
E24	None
E25	Everything north of the Delta. I like the Eagle Street alignment.
E26	From what I see- I honestly don't like anything about the preferred route
E27	-Alignment into Galt (Ainslie Street Terminal) makes sense to use existing abandoned rail corridor. -24/Hespeler Road is very wide and busy and installing LRT may result in a calmer, more pedestrian/cyclist friendly streetscape
E28	I like the fact that the Route now takes it on King Street through the Sportsworld Area. This area is really failing lately and this could be invigorating for the area. I like the idea of it being elevated over the Speed/down Shantz Hill. Would a tunnelled approach also be able to be looked at? For long-term purposes. I like that the route does go through historic Preston, and not down King Street. As the greatest use of the LRT would be Hespeler Road, and avoiding it would be unnecessary.
E29	I like that it goes through Preston and down Hespeler Road into Galt. Connecting the old town centres is crucial.
E30	Provides access to the communities south of the river.
E31	Nothing
E32	Covers most main areas of Cambridge
E33	I applaud efforts made to keep proposed LRT routing within existing commercial and residential neighbourhoods, to encourage maximum use and re-use of existing. I am pleased with efforts to avoid traffic congestion and conflict by NOT mixing LRT with vehicle traffic at the King-Fairway, Hespeler-Eagle-Pinebush, and Delta intersections. I especially like LRT using the former railway

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
	right-of-way from Hespeler Road to Beverly Street to the Galt transit terminal. I think that will encourage a clean-up and better use of neglected industrial lands along the proposed track. I think that route away from the Delta intersection also offers an excellent opportunity to create a downtown transit hub linked with future GO train service. On balance, the proposed LRT route overall is probably the best compromise between cost, community disruption, and good urban planning. There is no easy way to do this, if we are going to do this.
E35	nothing
E36	I like the fact that the Waterloo region is being connected in terms of looking a long way into the future. I am not sure the timing is urgent from the perspective of ridership on cost performance basis. I think it will be decades before this shows any promise of covering costs both on an initial outlay basis and an ongoing cost basis.
E37	I don't like anything about the route or the LRT, as I already have problems getting out of god forsaken Cambridge as it is!
E38	There is nothing to like about the preferred route. It makes no sense.
E39	<p>Very good plan given the challenges.</p> <ol style="list-style-type: none"> <li>1. Utilizing new River Rd bridge over Hwy 8.</li> <li>2. Potential for a Freeport stop which would permit expansion of Hospital as well as dvlt of a recreation destination around Canoeing on the Grand site.</li> <li>3. Leaving existing 6-span bridge for walking/cycling and beauty.</li> <li>4. Old Hwy 8 route is solution to non-cooperation from CP Rail, and it links to businesses at Sportsworld.</li> <li>5. Potential for Sportsworld stop to be integrated with bus hub - BUT there would have to be a land exchange so that the bus hub is closer to the LRT. Present proposal is not walkable.</li> <li>6. Solution to the steep Shantz Hill and wide wetland around Speed R. I hope that after a couple of years of construction would be over, the biodiversity along the river would return and the Linear trail would still be beautiful.</li> <li>7. Potential for walking/cycling lanes on bridge, providing a safer ride into Preston biz district and integration with Linear trail.</li> <li>8. King/Eagle will be a very desirable location for a stop. I hope that the dam reconstruction will be long since completed before this LRT construction takes place (mid-2020s at the earliest).</li> <li>9. Great potential for development along Eagle St.</li> <li>10. Potential for a stop at Speedsville, with bus links to industrial zones, cycling link to restored Mill Run trail to Hespeler, and a Park'n'Ride for ppl coming in from the country.</li> <li>11. Potential to add nicer dvlt along Hespeler Rd.</li> <li>12. Ingenious solution to getting from Hespeler Rd over to the rail line from Milton where a future GO station could be. Will generate interest from Provincial govt. (Note that a Park'n'Ride for GO train would be east of Franklin somewhere - start saving the land for it now!)</li> <li>13. Route avoids the difficulties of the Delta and steep narrow Water St.</li> <li>14. Potential for future redevelopment in Beverly Elmwood area.</li> <li>15. Potential to link LRT with access to Soper Park.</li> <li>16. Preserves heritage core of Galt, while bringing people right into it.</li> <li>17. Potential for future extension as Gaslight and south Galt are developed.</li> </ol>
E40	Overall the route services most of the major trip generators from Fairview Park Mall to South Cambridge and I would find it hard to find another route that provides this amount of positive potential to Cambridge. Being the route services Hespeler Road there is the opportunity to plan a grand redevelopment vision for this corridor which is currently lined with strip malls, is not at all pedestrian friendly and lacks green space.
E41	Preston has service. There is service to Costco area.
E42	The part of the route from Fairview Mall to the Sportsworld area is ok. However, at the intersection of Maple Grove Road and King Street, it would be preferable for the route to go

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
	<p>along Maple Grove Road to Speedsville Road and then for the route to be modified going into Preston. At the intersection of Speedsville Road and Eagle Street, the tracks should split into two routes: 1) The first route should pass Eagle Street, follow Concession Road, veer right to the old railway tracks straight to the Delta area and then onto Ainslie. This route would allow for a stop either at Dolph Street or Bishop Street to service the Preston core and another stop to service Cambridge Memorial Hospital. 2) The second "return" route from Ainslie goes along the Preferred Preliminary Route when passing Cambridge Centre Mall and Hespeler Road and then turning left to Eagle Street North. However, at the intersection of Eagle Street North and Speedsville Road, the route should be modified to turn right onto Speedsville Road and to turn left to Maple Grove Road back to Fairview Mall. i.e. This "return" route merges with the first route (so the tracks become parallel) at Speedsville Road all the way to Fairview Mall. A stop can be placed where the tracks are parallel at the Speedsville and Eagle Street intersection so passengers can switch between the Fairview-bound train and the Ainslie-bound train. An additional option to consider is to take Coronation Road from the Concession Road-Coronation Road intersection all the way to the Delta.</p>
E43	<p>I don't like the route that they have set out. It will affect so many businesses and homes and so much more I think this is a very horrible plan. I really don't think it is fair to everyone that this will affect.</p>
E44	<p>It goes somewhat near Cambridge.</p>
E45	<p>I like that it goes through the 3 areas of Cambridge</p>
E46	<p>I like that the route avoids Water and Ainslie streets. It would minimize negative impacts to business and the Heritage resources in the Galt core. The Beverly st / shade st area could benefit from redevelopment as it currently is underutilized vacant land and low quality building stock.</p>
E47	<p>WHAT DO I LIKE THE PRELIMINARY PREFERRED ROUTE.... It is ludicrous to propose, let alone, name the route down Shantz Hill a "Preferred" route. Who says it is Preferred? I can assure you, 90% of the residence in this zone DO NOT prefer it going down the hill on an elevated bridge into a residential area. I have even talked with people in Kitchener and Waterloo who saw the TV story and they couldn't believe it.</p>
E48	<p>Very little</p>
E49	<p>Put simply, what I like about the preliminary preferred route is that it truly seems to be the least bad way of running the LRT. As to the specifics of what I like about the route, it involves two things: the opportunities for additional useful LRT stops; and the optimization of the route to avoid traffic snarls. The previous LRT route basically bypassed Sportsworld entirely, with a stop that was in the middle of nowhere, due to its alignment along the existing rail tracks. While running the LRT along King St through Sportsworld will no doubt be expensive, the LRT stop will also be much more useful. Using the abandoned spur to bypass the Eagle/Pinebush/Hespeler intersection is a very clever optimization, and I applaud it. Likewise, avoiding the narrow Ainslie and Water streets by using the existing spurs and approaching the Ainslie station from a different direction is a smart move while, as has been pointed out, leaving open the possibility of a GO train link up. As for new stops, the preferred route has obvious stop potential at Freeport, to integrate the hospital and surrounding neighbourhood into the LRT corridor. There should obviously be a stop at Eagle/Speedsville/Concession, to serve no less than three Preston neighbourhoods (the northern sections of Langs Farm and Preston Center, as well as the neighbourhood north of Eagle and west of Speedsville) in addition to the light industrial area between Eagle and the river -- an area with significant infill potential. I could easily see office buildings there featuring nice views of the Speed river and GRCA lands. A stop there would also be a good jumping off point for workers in the East Side Lands, transiting to the stop, then cycling the short distance to the new industrial district. A stop where the potential GO station might be valuable to integrate from the beginning of the project rather than just tack on later, helping revitalize the Galt light industrial and residential districts there. I would also encourage a</p>

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
	stop to serve the Preston Heights area along King St. There is a sufficient distance from the Sportsworld and Preston stops to warrant one, and it would encourage infill in what is currently a rather sad and barren stretch of King St, while also serving a Preston neighbourhood. Lastly, the choice to put a new bridge over the Speed to avoid complicating the current King/Fountain/Shantz Hill mess is a good one. I would highly encourage the integration of pedestrian facilities with the bridge, allowing hikers to use the LRT bridge over the river and linking the Linear Trail to the trails north of the river. I believe the Region was looking at a pedestrian bridge there anyway. Making certain the LRT bridge would go over the Linear Trail rather than through it -- so as to avoid disrupting the trail -- would be appreciated.
E50	Do not like fact coming thru suburban Preston impacting property values, in already congested area of Preston. Would move out of Preston if this site is considered.
E51	Glad you have a stop in Preston.
E53	I do not like the way the route invades residential areas and disrupts businesses.
E54	LRT does not serve my area, so I will not be using anyway.
E56	It's hard to say...these maps are poorly created. No clear information on what streets are affected or the scope of expropriation is apparent. This reads to the average member of the public as an attempt towards duplicity. I think I'm in favour of the route down Eagle- but I am struggling to wade through the information from advocates on either side who are claiming anything from. Zero noise, zero disruption to 100+ homes ripped from unwilling homeowners.
E57	I like that this is a way across the river which currently is a huge obstacle to get to for pedestrians and drivers. The route is perfect for accessing many areas of the region and would provide faster transit in the congested areas, taking some of the traffic off of the highways during rush hour.
E58	I like the ability to capture more ridership along this route. I like the stop at King and Eagle.
E60	Looking good, except N3 through Eagle Street - this is a really bad choice. Top choice only for those bent on intensification.
E61	I like the access to Preston and downtown Galt. I also like that you found a way to avoid the busy intersections of King/Fairway, Hespeler/Pinebush, and the Delta. I also prefer the Sportsworld stop south of the highway, which will make it much more usable.
E62	I do not like it. I don't see why it needs to go through smaller communities (particularly down Eagle).
E63	I am strongly in favour of developing public transit in the region. So I like the project in general.
E64	The route seems to make sense as far as being a direct path to Cambridge from Fairway Rd.
E65	Nothing
E66	I like very little about the Preliminary Preferred Route.
E67	Great for the mall, Freeport Hospital, Sportsworld, Downtown Preston, Highway 24 and to Downtown Galt/Main Terminal.
E69	I think this will impact too many single dwelling FAMILY homes! There are other suitable routes that would serve the community just as well and not make such an impact on families and the community.
E70	Nothing - This seems like a huge waste of time, money and resources.
E71	I like that it provides service to major populated areas while encouraging transit accessibility in areas that are underserved. As someone who only walks or uses public transit to get around, being able to take a quick affordable form of transit to other places I wouldn't normally travel is beneficial. I would be able to visit Sportsworld and Cambridge for fun, which I am not currently able to do within a reasonable timeframe. I like that the preliminary route goes through Preston.

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
	It is on the way, and will encourage growth there. If the route avoids Preston, I foresee people moving away from Preston and the town's population disappearing.
E72	nothing
E73	The route integrates with GO train station. I think GO train is more important for Cambridge's development as it can bring in more people for work and tour from GTA. It is also good that the route avoids Galt Collegiate Institute and narrow Water St. N.
E74	Absolutely nothing! I thought this was a joke when I first heard of the route!
E75	I do not understand based on the Evaluation Criteria outlined by the Region of Waterloo how this route became the Preferred Route for Light Rail Transit for Cambridge. The fact that over 80 homes in Preston and over 100 homes in Galt will be impacted, be a partial or full taking, has me questioning why this was the preferred route through these historical neighbourhoods.
E76	I like the idea that the Freeport bridge may become a dedicated pedestrian & cycling bridge once the new bridge is built. I like that the Sportsworld stop is on the south/west side of Highway 8. The originally approved alignment would have meant the ION would be disconnected from the terminal for GO, Greyhound, and GRT buses. It also brings the stop to where there is considerable commercial activity. I'm glad Preston is still serviced by a stop. It is important that the residents and businesses in this area have full access to rapid transit in Stage 2. This alignment is also faster than the option along Maple Grove (which would have also put development pressures in an area contrary to the Regional Official Plan.). The alignment in Galt seems like a sensible way to connect with future GO service, while avoiding traffic at the Delta.
E77	Nothing really. The investment of LRT into Cambridge misses just about everything it should stop at. Rapid transit to get you to major points of interest. I like that you're trying to get a stop into all 3 sections of Cambridge as well as the mall and Galt bus terminal.
E78	Sportsworld - Connects with other Cambridge routes as well as a connection to the GO bus. Cambridge Centre - Connects with other Cambridge routes.
E80	I'm glad to see that the Preston stop is intact, and that the line will hit the major big-box stores along Hespeler rd. The Preston stop is a good transfer point to getting to the King St busses, and to Riverside park. I also like that the route anticipates the incoming GO stops, though it's interesting that no stop is proposed in that area yet.
E81	I do not like the Preston route. It will affect a quiet residential community. I think the better route would be Maple Grove to Speedsville.
E82	That LRT will move throughout Cambridge
E83	We don't need LRT in Cambridge.
E84	hits two of the downtowns. Goes to the central terminal. links together the mall, the big box area, kitchener link and the galt downtown
E85	Cambridge residents will have LRT access
E86	I like that it hits most populated areas of Cambridge except all to of the areas north of the river. There is plenty of population that would benefit from transportation.
E87	He sees where it goes and thinks they did a good job, Like that the interchanges are done and doesn't affect traffic.
E88	It hits all the major urban centers within Kitchener and Cambridge and ends at a well known bus route terminal for those needing to go further.
E89	It hits major community centres along the way.
E90	Nothing
E92	Hits on high usage locations

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
E93	As a Preston resident, NOT VERY MUCH, an overpass over Fountain Street and another over the tracks on Eagle St. You have got to be kidding. All the expropriations along Eagle st required. What are you thinking. An Additional \$ 1.25 billion dollars. Maybe more ?...
E94	Not much. The train should be focused on getting people to employment & education centres. Downtown Kitchener, Waterloo campus area and Conestoga. Why focus on an un-walkable retail area like Hespeler Road? People will make the shorter drive to stops to then take the train to work (as they do with GO stops). I don't see folks in KW riding the train to shop Hespeler Road. Bottom line is that there is no need to run the Cambridge leg through existing residential areas.
E95	Fact it lands in Galt core area.
E96	Nothing this will not help with congestion it will just put people off coming to Cambridge
E97	I do not agree or like the Preliminary Preferred route.
E98	I think it hits the key areas
E99	We don't want light rail. It's corruption to build one. Increase bus frequency if needed. No need for wasting our hard earned millions dollars for lrt project.
E100	I think it is foolish and extremely costly. Not only will you have 2 tier train bridges at Shantz Hill, but again over by Cambridge Surplus. Then there are 2 more train tracks to cross over on Eagle St N, just past the RacTrack Gas Station and again just before Industrial Street. So before you even start construction you have a minimum of 4 - 2 tier train bridges. Can you image, because I certainly cannot.
E101	Access to Sportsworld Crossing
E102	It covers the primary areas, as well as the Hespeler Road corridor.
E103	It seems to be one of the shorter routes.
E104	Glad it's skirting the delta.
E105	Nothing
E106	It includes Preston. Other plans I had seen earlier totally bypassed Preston. I think it's vital the lon links in Preston especially with the hopeful expansion of Go Trains into Cambridge.
E107	I'm content with the route chosen. My main hope is that it will encourage development in the interior of Cambridge instead of continuing urban sprawl.
E108	I like the part from the delta to ainslie st terminal utilizing old rail corridors. I don't like it going through Preston as it does.
E109	Nothing.
E110	I don't like it at all!
E111	The Preferred Route Plan connects a major node (Fairway) in Kitchener and two major urban centres (previously Townships of Preston & Galt) in Cambridge. The Preferred Route Plan attempts to be holistic in trying to optimize the positive impacts on the overall transportation system, social/cultural environment, and the economic environment as well as minimizing the negative impact on the natural environment.
E112	I like that the preliminary preferred route goes along Eagle rather than Chopin Street. It is a more direct route with less tight curves.
E114	nothing
E115	This route ensures ION is a future option for residents of Preston. If this route went through industrial areas, I don't think it would be feasible for Preston residents to access it.
E116	Having the lon go down Hespeler Rd is the best idea regardless of construction. It is the most populated area and it will not affect business closures.

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
E117	Thorough Cambridge access.
E118	No We DO NOT WANT IT
E119	Nothing
E120	I don't like it
E121	The stops serve places I'm interested in going.
E123	nothing. it will destroy wetlands, house values, add noise and congestion lead to excess parking on side streets. destroy established neighborhoods businesses and parkland.
E124	I think it's crucial that Preston not be left out of the full benefits of the LRT project, so I'm very glad to see a stop in Preston included. Maple Grove would have been a terrible idea given how much it would have contradicted the Region's growth management goals, which are so much of why the LRT project is happening. So I'm generally quite relieved that the route decisions are heading in the right direction.
E125	I have no interest in using the route or transit but object to the Preston spur as it will require the demolition of our family's historic home, ruin a significant Ukrainian heritage area of the region, and jeopardize wetland and nearby ep zoned land.
E126	I do not like this route at all
E127	Touches on Preston downtown and connects throughout the region. A huge boost for anyone who does not have a vehicle available
E128	It accesses the main travel routes through the two cities and gives access to several neighborhoods. It prioritizes Hespeler road, which makes sense for moving the most people.
E129	It connects Kitchener and Galt.
E131	Other than having better public transit to KW to Cambridge, not much.
E132	I love this route. It makes the most logical sense. Hits main retail centre at Sportsworld. Avoids awkward alignment with CP down to Preston. Avoids Eagle/Hepeler Rd corner. Avoids Congested downtown Cambridge and makes use of former ROW. I didn't attend any public hearings, but this route nails what I've been mapping myself. Bravo!
E133	Preston not ignored
E134	I do not like this route at all.
E135	Raises the value of my property
E136	It makes sense to have the route run by through all areas of Cambridge (Preston, Hespeler, Galt) and have it run by Riverside park. I think this preferred Route works well.
E137	I think it is a horrible idea if it is going to cause people into losing their homes. There is already a huge issue in the housing market right now where it is hard to be able to afford a new home, let alone being told you have to move because there is the LRT going through your neighbourhood.
E138	Nothing
E139	I DO NOT LIKE THE ROUTE OVER THE RIVER, DOWN MOORE STREET, EAGLE STREET!!!!!! This is a residential zone!! the noise pollution, expropriation etc. should be against the law!!!
E140	The route seems fine.
E141	That it comes into Cambridge
E142	NOTHING. This is ludicrous. You NEED to go back to the drawing board and figure out an alternative route. One that is not so destructive and costly. People are losing their homes; businesses are closing; church(es) will be torn down. The cost of implementing these proposed changes; 2 tier train bridges; expropriating land, business and homes should be encouraging the

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
	Planning Committee to come up with a viable alternative route. One that will not cost BILLIONS.
E143	we need more transit options in the city
E144	I believe the relocated Sportsworld station will be much more useful than the original station site proposal on the northeast side of Highway 8. I believe following the former Grand River Railway route from Delta to Ainslie will be much less invasive than the original plan. I also believe that the relocating of the Pinebush location farther away from the intersection is much more promising. This would be a good location for a new intercity bus terminal in the future, replacing the Ainslie terminal and allowing GO, Greyhound, Coach Canada, etc. to be closer to the highway and what will in the future be the city's "downtown".
E145	Not much other than it running down Hespeler Rd.
E146	I like the position of the Preston stop. Close to densely populated areas (multiple high rise apartments and condos very close) so access for riders will be easier. Allows for those who do not have cars to access the transit system.
E147	It is a good start for Cambridge. I am looking forward to Stages 4, 5, 6 and 7.
E148	Seems to hit more areas
E149	Nothing, I think this is a waste of time & tax payers money. I live across the street from a bus stop on one of the proposed routes, there is a max of 4 people waiting for the bus on a weekday morning. The bus drives by with a handful of passengers during the day and night, why do we need to spend billions of tax payers money on an LRT?
E150	Most of it seems fine except where it goes down Shantz Hill to Eagle. Makes no sense to impact so many families, heritage homes and create more traffic. That area is already bad for traffic at most times of the day. Do not make it worse!
E151	The route as far as downtown Preston seems satisfactory given the geographic and other restrictions that are inherent.
E153	Nothing I don't like it one bit. I live in one of the homes it's going to destroy.
E154	That it connects Cambridge, Kitchener and Waterloo.
E155	I like that this route will have a stop in Preston, as well as in key areas of Hespeler Road and in Galt. It is a challenge to link an amalgamated city together with this type of a transit system, but overall this route is the best compromise that can be reached. Unfortunately there are no stops in Hespeler, but given the geographic layout of the area this is to be expected and not much can be done about this aside from bolstering alternative transit options from downtown Hespeler to the stop near the 401 and Hespeler Road.
E156	Nothing
E158	Not much.
E159	Avoids the Delta and running along Water St. These two areas are already pretty busy so adding a rail line through them would just create more problems. We all know what happened to get the grade separation at the Delta so that access to the hospital wouldn't be cut off by trains any more.
E160	I don't think the preferred route is the path to least resistance, I believe serious thought should be taken in to consideration to run the LRT from Freeport to Hespeler on a much more direct path to avoid residential areas affecting people's lives!
E161	Nothing especially when it's geared to destroy many people's homes and lives (mine included) just to get people to and fro to the malls!
E162	The fact that it transit will connect the tri cities. Why not parallel highway and connect to GO system ?
E163	The preliminary stop make sense.

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
E164	I like the smart reuse of old track passing under the GO line to get downtown and to GRT, even though this is not the best location for land, or access to a combined GO/LRT station. But once we're on the south side of the GO line, now we can easily get to the ideal location, which would be at Franklin, following the reasoning that I will outline in my following answers.
E165	The route from Hespeler road to downtown Galt.
E166	The connecting of Waterloo Kitchener Cambridge a good thing but more thought needed to the effects on residents in proposed areas
E167	The stop in Preston gives a large population access to both Downtown Cambridge, but also Kitchener and Waterloo. The stop is located near a highly residential neighbourhood and will allow these people to use their car less often. Avoiding the 'Delta' intersection is a bonus - that intersection does not need anymore signals to confuse it. Also like how it avoids Hespeler/Eagle/Pinebush intersection - again, do not need more confusion at this intersection. Like the stop at Sports World - will it be at the transit hub that is already established there so users can easily connect to different transit options?
E168	I do agree that LRT is desirable for long term growth of Cambridge BUT launching LRT Trains down Shantz Hill, across the speed river, wetland and into an existing neighbourhood!! If this is the best plan then keep the LRT north of the 401. Eagle Street is narrow and as the study says many homes and businesses will be full buyouts destroying the flavour of Preston. In addition a grade separation east of King street will add additional insult. . Absolutely unacceptable to even propose this plan. North Preston will be a wasteland of concrete. The planners need to work more closely with the RR companies to use existing rail corridors and non residential land. Riverside Park and lands to the north would be a good start.
E169	It is accessible from my multi residential property - making it more appealing. I also would like to see the area revitalized and intensified.
E170	I feel it would make more sense and be more ideal if the rail went north at Sportsworld and more towards Toyota as it would benefit several workers to use the LRT as their commute, and reduce traffic congestion on Fountain when shifts end. You also have a rail that goes parallel with King when it crosses the Speed River that you can extend and add a rail for LRT use. It would be more cost effective that way and you wouldn't have to interfere with the historic homes on Eagle St in Preston
E171	Not much. I thought the idea was to take some traffic off the roads. There is major disruption and huge costs in land expropriation. The disruption of traffic on King St between Kit. and Cam. will be horrendous. It will cause more traffic issues than remove them.
E172	I love a lot of it! I love that we are finally doing this! There are so many people without cars and that have cars and want to be more environmental but it takes an hour by the bus to get anywhere! I most like the Preston stop at King St and eagle st! There are a lot of low income people that will not stand up for the LRT but they are the ones that will use it the most!!!
E173	absolutely nothing.....CAMBRIDGE Buses are running empty.....why add a \$7.00 one way ION TRAIN???? Why ruin a HISTORICAL and agricultural part of Cambridge....why over the river? Why in Preston? WHO will take the train if busses are running empty? The train should be where business & industries are.
E174	The preferred route is the worst of the three due to: least amount of riders, least linkable to other routes and causes the most destruction of buildings including heritage. Claims for increased development are overriding improved transit (more ridership).
E175	Nothing. Looking at the preliminary route, it's off course already.
E176	I like the entire route. I like it has a stop in Preston that people can connect to. I like it goes along Hespeler Rd allowing for connections there and for the properties there to be transformed as there are less retailers now. I really like that it goes along the rail line near Dundas St and down Beverly, this area has a lot of space that has sat empty or nearly empty for years. Stops can be

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
	added as properties get redeveloped (like on Beverly north of Dundas.)
E177	It serves most of the important destinations, serves areas with intensity growth and interchanges with bus and GO Transit.
E178	it connects to major transit hubs
E179	Consideration has been made for a wide variety of criteria.
E180	It covers a lot of areas in Cambridge
E181	The new routing along King will serve more existing businesses.
E182	This seems a good plan
E183	Good potential connection to future GO transit, better access to businesses near Sportsworld.
E184	At the present time the LRT project has already passed its original proposed cost by over \$500,000,000.00. The tracks have not been completed yet in many sections of the K-W area and we will not have any trains until perhaps 2018 at the earliest. Why not finish what has already been started and see how that works rather than even thinking of beginning an extension down into Cambridge. Ken Seiling and the rest of the Regional Council have shown no concern for the many small businesses that the present unfinished LRT construction have already ruined. They offered them no tax breaks, no help for all the customers they lost. Now they are going to be doing the same thing with uptown Waterloo from Erb and King eventually up to University Ave. Disrupting even more businesses, some of which will also go out of business.
E185	It avoids the Delta (Hwy 24 & 8 junction). It allows for the creation of a GO Station along the existing CP rail line as a transit Hub in Cambridge. It does not travel through downtown Galt; thereby preserving its heritage and not restricting the Hwy 8 corridor from the south.
E186	I like that it hits the major shopping areas at Sportsworld and Cambridge Centre, you used a few portions of existing track, you detoured around the major intersections at Pinebush/Hespeler and the Delta, it brings access to the old industrial areas of Galt, and there is a stop at the YMCA.
E187	Nothing when it hits Shantz Hill, and the crossover to Eagle Street...This part comes directly into sleepy, well established, quiet neighbourhoods which were for the most part established almost 100 years ago by early settlers from the Ukraine and from Poland...some of these properties are still inhabited by the generations of these families...the area of Preston is a much sought after residential area because of its lack of traffic and lack of industrial building. This area is the gateway to Preston from the 401 and from Kitchener. It comes into our town and skirts the Speed River, past our Riverside Park before it continues up King Street, Preston. It would be a shame to destroy this beautiful part of Preston with an unsightly high Bridge from Shantz Hill across the wetlands, green space and trailway used by many residents.
E188	Nothing about the Routes chosen in Cambridge makes sense. I have seen the buses considered the BRT and ridership on these are nowhere near the numbers that are suggested. Seems like a lot of money to be spending on something that will be under utilized by if we use the 2014 numbers of 4.8% ridership, and will only add to the current traffic congestion. I for one would not be taking the LRT to make my weekly trip to Costco, or to go to a late night movie. I need my vehicle to carry what I buy and/or get home after the movie not wait for a train. The LRT will hurt the businesses in the Sportworld area due to the added traffic congestion during the construction stages. This might hurt some of them enough that they will shut down. Currently and even after all the construction is finished on the 401, The stretch from Hwy 24 (Hespeler Rd) down Eagle up to King St will remain the alternate route for traffic congestion off the 401. What will this due to the traffic when vehicles are being held up by the LRT on that route? Cars and Trucks are not going away any time soon, why are planners trying to use already congested areas and make them more so with the LRT.
E189	good coverage of the cities.
E191	Don't like it

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
E193	It provides accessibility to major destinations in Cambridge.
E194	I like that the Sportsworld area stop was able to be put close to the action, rather than in "no man's land". I like that we were able to save some money by dog-earring into the Pinebush station.
E195	Catches all the major spots along the way, avoids major Hespeler/Pinebush intersection.
E196	<ul style="list-style-type: none"> <li>- reasonably direct</li> <li>- moves through city of cambridge</li> <li>- completes the primary corridor</li> </ul>
E197	direct as possible
E198	Has a lot of the destinations I would likely be interested in, as someone who doesn't visit Cambridge often. Having an LRT station in a residential area is also nice - if I was choosing a residential area to live in I would like one that has easy LRT access.
E199	It goes by my property.
E200	Nothing. Why would you send the LRT down Shantz hill to where there is already too much traffic congestion? This will destroy Preston and many houses.
E201	I love that it connects to the historic core of Preston and Galt! Love the stop on King street close to all the office employment that is going up. Taking the route past Toyota would have been a big mistake - there would never have been enough riders to benefit this longer route.
E202	direct with train going on Hespeler road (major centre)
E203	I like that there will a fast route from various points in Cambridge to Kitchener and Waterloo.
E204	Gets to downtown Galt. Includes Preston.
E205	Nothing, I live at [address redacted]. This route will impact my property as well as the properties of my neighbors. The area of Eagle Street on the South West side of King street is a quiet, well established residential area full of families. Many of the homes in this area are century homes, original to the settling of Preston, and multigenerational homes. Myself, for instance, am the third generation in this home. This side of Eagle street is narrow and would negatively impact many lives and the character of this community. The other side of King Street is less residential, plus the infrastructure for rail is already present.
E206	If the route is going past Freeport hospital, why does it not stop there? Should provisions not be made to stop where potential GO will stop?
E207	Using main arterial roads, stops at key locations where transfers to buses can be made. Using Hwy 24.
E208	good location of stations
E209	I like the route.
E210	It connects to the Sportsworld GO bus, and passes through at least 2 of the three "downtown" areas of Cambridge.
E211	It goes down Hespeler road, although not very evenly spaced stops.
E212	Utilizing the rail spur line especially, nearby Hespeler and Pinebush/Eagle intersection.
E213	The circumvention of the Pinebush and Hespeler Road intersection.
E214	It's the easiest path from Kitchener to the opposite side of Cambridge.
E216	Nothing, it shouldn't happen.
E217	The route seems very logical. However, there should be a stop at Freeport Hospital, which is on the route, halfway between Fairway Road and Sportsworld. The hospital is expanding but currently lacks adequate parking and has no more room for surface parking. The hospital is

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
	difficult to reach by public transport especially for people with disabilities. Encouraging staff and patients to attend the hospital by public transit would avoid the need to use valuable land for surface parking or a parking garage, and would allow the hospital to increase its services to the community.
E218	It provides a solid backbone around which GRT bus routes could be restructured to ensure better access to the three major sections of Cambridge and to critical facilities (Hespeler ice rink from Pinebush, Cambridge Memorial Hospital from Preston and Delta, Freeport Hospital from Fairway and Sportsworld.
E219	I like that utilizes the areas of Sportsworld crossing and Hespeler road two heavily travelled vehicle areas. The lrt has the ability to lower the vehicle traffic especially on Hespeler Rd
E220	Nothing
E221	I really like the fact that I will have moved out of Waterloo region, Cambridge in particular, before this piece of crap tribute to Ken Seiling ever gets close to starting construction.
E223	It is clear and seems to link with Kitchener
E224	Hespeler rd to Ainslie terminal
E225	It goes to places I go - Sportsworld (Costco) and Cambridge Mall.
E226	Many elements - use of River Road extension to cross the river via old King St, emphasis on the old King St corridor into Preston, use of Eagle St and Hespeler Rd with potential to encourage redevelopment and intensification and most important, avoidance of the Galt heritage core by redirecting the LRT via the abandoned rail line and Beverly St.
E227	Connections to Sportworld, Preston and downtown Galt.
E228	It runs close to my house and I can travel around the waterloo region with much more efficiency.
E229	Avoids the historical Galt downtown core to some degree. Includes Preston in the layout.
E230	It hits all the major current car-centric shopping areas.
E231	I like the overall route - it appears that the LRT can get people close to most of the important areas of Cambridge.
E232	It does not appear to duplicate much of the existing service and is both direct and covers good amount of key areas
E233	It goes down the main road in Cambridge, is more expansive than the current iXpress 200 route
E234	That is avoids Water Street.
E235	The route makes sense and covers a good chunk of the city.
E236	it travels through commercial, institutional (Freeport Hospital) and urban areas that need this service and offers an equally timely alternative to travel by private vehicle for both persons who own vehicles and those who do not. It will help students and employees at UW and WLU who live in parts of Cambridge to travel by public transit, and thereby remove some vehicles from the busy Hwy 401 and Hwy 8 corridors.
E237	Nothing. I think it is a waste of time and Money. The only thing good about it, is has created a lot of Jobs.
E238	Seems to hit major areas for stops with minimal disruption traffic wise
E239	New route goes past businesses along old King St and direct to Sportsworld shops
E240	I like that it is now going down Hespeler road. I like that there is some consideration to location of future transit hubs/GO station options.
E241	Seems to cover all the main hubs.
E242	The route seems ok, but for the expense, it does not cover nearly enough residential areas

**TABLE E1**

Comment No.	What do you like about the Preliminary Preferred Route?
E243	It gives access to many well used locations, so there would be demand for use.
E244	Using the tracks to bypass the Delta and utilize the unused tracks along Samuelson.
E245	That it follows major commercial routes throughout Cambridge.
E246	It seems to pick up most of the major areas.
E247	It follows Hespeler Rd.
E248	It sucks
E249	Serves important nodes at Sportsworld and Preston. The route to Preston is also direct. I like that the River Road LRT alignment uses the council-approved land easement for River Road extension and would use up otherwise dead space sandwiched between Highway 8 and River Road. I like that inter-city connections have been well-considered and that stations are located near feasible locations for inter-modal transit facilities.
E250	That it considers a potential Go Station. But this location needs to be decided upon for sure to make sure it's serviced by LRT. The biggest issues would be parking and access.
E251	Within a short walking distance of the Preston core.
E252	I have reviewed the Public Information Package for Public Consultation Centre No. 2. Overall, I think this current preferred route is reasonable. It is approximately along the central "backbone" of Cambridge as it connects with Kitchener, which is the main goal of this first LRT line through the Region. I am happy that the Region is continuing this process of completing the LRT all the way to Cambridge. While I live and work in northern Cambridge and will not directly benefit from the LRT, the LRT is necessary progress in sustainable transportation and public transit designed to move people and not cars occupied by one person. Thank you very much to all Regional staff as well as the public who continue to support this worthwhile investment.
E253	They follow existing roadways that are already destinations.
E254	I am glad that a Preston stop was retained. I am *very* glad the Maple Grove route was *not* chosen. (Maple Grove was just absurd on the face of it.)
E255	I like the new orientation from the Delta to Ainslie Terminal. Use of abandoned track lines is good and services a good area, especially if there is a new GO station. I also like the use of the new River Road extension near Fairway. Allows for building of road and LRT at same time for optimal coordination as well as avoids already overloaded Fairway Road.
E256	destination oriented
E257	Sportsworld makes sense as a hub.
E258	Nothing really other than it is a good route till you hit Preston
E259	catches all the main areas of concern in Cambridge

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E1	That it does not travel beside Cambridge Memorial Hospital.
E2	There seems to be a lot of fear reported by Preston residents about the destruction of homes on this proposal. It seems that potential development is more important than moving people through the region.
E4	<p>Everything associated with it. It's on the heaviest traffic areas within the city and it's bad enough driving through these areas without having to worry about the LRT passing through it. Most notably, the intersection of Pinebush/Hespeler which from your presentation is already at capacity. Being within a car-centric society and area, the LRT will NOT reduce traffic or cars on the road and will only create more congestion. Also, the impact of the preferred route also has the highest impact on building and properties. We currently do not live on the route of the LRT [property location redacted] however, I couldn't imagine living directly within the line of fire or within the disruption of the construction of this build. I understand that property owners have already been approached with offers of purchase, so that the property will available to "bulldoze" when it comes time. I can't imagine how this method is less expensive than the alternate routes proposed with less properties. I'm interested in seeing how this "re-invigorates" and "re-vitalizes" this area as it's just a train running through it. One of the biggest challenges however, won't be a physical element of the LRT Preliminary Preferred Route but the emotional impact felt by the citizens in the area. People will not be happy with their lives being impacted by a train system that they have NO intention on using but continually having to pay for. Though not a challenge solely with the Preliminary Preferred Route, but with the entire LRT project. The question remains, should this project ever have been considered? Those who need to travel "off or through the line" will continue to do so in their normal commute, the same number of cars will still be on the road, and when taxes increase to compensate for the losses due to lower than expected ridership levels, the community frustration level will continue to increase.</p>
E5	<p>1. Extensive partial and complete property expropriation in Preston, particularly along Eagle Street South and Moore Street. 2. Decrease in property values along Eagle Street South and Moore Street, particularly for retirees who may wish to relocate. 3. Inability to sell properties along Eagle Street South and Moore Street, particularly for retirees who may wish to relocate. 4. Negative impact on the cultural heritage of Eagle Street South and Moore Street. 5. Extensive construction in Preston. 6. Traffic disruption/congestion in Preston. 7. High cost of elevation around Shantz Hill Road and Eagle Street North. 8. Negative environmental impact around Shantz Hill Road. 9. Negative visual impact of elevation around Shantz Hill Road and Eagle Street North. 10. Lack of a stop at Cambridge Memorial Hospital. 11. Lack of a stop in Cambridge Industrial/Business Park area near Maple Grove Road. 12. Negative personal/financial/emotional/psychological impact on residents along Eagle Street South and Moore Street. 13. Lack of a stop at Conestoga College.</p>
E6	<p>cambridge isn't kitchener/waterloo. their retail is heavily concentrated in the hespeler area. if construction of LRT happens in hespeler, it could crush cambridge economically. will LRT construction happen on hespeler?</p>
E7	<p>- Bickering between the three parts of Cambridge since Hespeler has no stops and Preston has only one - Unwillingness of Cambridge city council to make the zoning changes and encouragements to get the needed intensification / densification along the route</p>
E8	<p>Kitchener (F): This route will require the reconstruction of the Grand River Bridge. This construction will require the disruption of an environmentally sensitive area. It does not make sense that there is only one stop in this section at Fairview Park Mall. Additional stops should be set at River Rd and Freeport Hospital. This will provide greater ridership opportunities for those who live in the residential areas of River Rd and support those who work/visit at Freeport Hospital.</p> <p>North Cambridge (K&amp;N): The area of Preston which would be serviced by the single ION stop is an established neighbourhood of generational homes in one of the oldest neighbourhoods in the region. This area has been undergoing a revitalisation over the past 10 years as these heritage</p>

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	homes are purchased by families who are renovating and maintaining these homes to an extent that property values have dramatically increased. With a demographic within a higher income bracket, the less likely they are to use public transit. The LRT route as planned does not provide any additional benefit to the local service being currently serviced by the extensive bus service in the region. In addition, it will put additional pressure on an area that is already congested with traffic as a primary corridor between Kitchener and South Cambridge as well as the EDR to the 401. I'm not sure how this route received a "very good at meeting the objective" in relation to the Natural Environment. This route requires a bridge to be built off Shantz Hill and across the Speed River. The rail line will cut across the Linear Trail a very popular nature trail and home to wildlife. In addition this area suffers from flooding in the spring and is part of the flood plain as indicated by the Grand River Conservation Authority's Flood plain maps.
E9	There is already so much congestion. As someone that works in Waterloo where the LRT has been built. I am worried that it will put a lot of strain on these areas. I hope it would be done much faster than the last stage. As uptown & many other areas were greatly affected for business. As well, when this we going on there were MANY other street (not part of the LRT) that were being closed for their own construction. If everyone is being rerouted a certain way, it would be the sensible thing not to have those sections closed. Repair them if needed prior to starting the LRT on stage 2.
E10	I feel that it disrupts some of the valuable heritage of Preston and Galt. I feel it will be difficult to construct without major changes to some key buildings, homes and properties along the way. I would prefer to see N2 used for North Cambridge, to minimize the impact on Preston, while remaining close enough to be beneficial. I am not sure how the rail will work on narrow bridges, and what will work to get the LRT over all of the CPR tracks.
E12	ruination of heritage neighbourhoods, loss of businesses, horrendous expropriation costs, environment devastation, costs of building 3 bridges and associated sight lines, traffic congestion, loss of direct routes to vehicles, sustainability of costs of LRT in this area
E13	Beverly St appears to be narrow flanked by single detached homes. This may be a challenge to fit.
E14	Going through Preston will generate enormous pressure. We should not bow to this pressure. I believe this is one reason greenfield development is attractive to politicians--because there's nobody there to complain. Yet it doesn't make it a good choice. We must push through the negativity, do our best to allay the fears of residents (and mitigate actual negative effects) and make the right choice. I commend staff for doing this. I realize there are many tradeoffs in planning such a system, but I believe the right ones have been made. Preston is a needed stop, but avoiding Delta and Hespler and Eagle are smart choices. However, I would recommend considering the potential of several more stops, including River Rd., at the top of Shantz Hill Rd., and at Concession. And of course, plans must mesh with the ever elusive provincial plans for GO Train to Cambridge.
E15	Current residents and businesses not being happy with the construction but this is important infrastructure so they need to suck it up
E16	The traffic. The route. The backlash from citizens. Congestion. Construction etc.
E17	It's still just one route and most people will have to take another means of transportation just to get to the stop
E18	Reducing the impact on properties along Eagle, Moore, and Beverly streets as much as possible. It's obvious that the best route will be the most disruptive.
E19	If a new bridge is being built at the foot of Shantz Hill Road, it should have a footbridge attached. Children from the Preston Parkway area have been known to risk walking across the ice, in order to shorten their route to Preston High School; I'm sure some of them would similarly be tempted to walk on the tracks. And how will the crossing of the freight railway on Eagle Street be handled

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E20	Please, please, please do not run the LRT down King St. from Freeport Hospital to Shantz Hill. The amount of traffic congestion is already very heavy. When there is an issue on Highway 8/401 the traffic problems escalate quickly. I cannot understand how the N-1 option was not much better and it still would be able to serve Preston. When <i>[comment not completed]</i>
E21	I believe it is irresponsible to destroy so many homes & businesses along King/Eagle street. These are, after all, taxpayers helping to pay for this transit system.
E22	Large stretch between the delta and terminal. I think something at avenue road could be warranted. The bus routes to the outer fringes would clearly need to be redesigned to ensure quick and efficient travel to the core and across town.
E23	This route does not make any common sense. It is too disruptive to residents of Preston. It will destroy heritage neighbourhoods. I live in Preston & I will not take the ION to go around Preston and travel down Hespeler Road. It is shorter to drive my car. Bring the ION further north along the industrial areas. Eagle and King Street are too narrow for this track. Do not expropriate homes on whole sides of streets. Too much money is being spent on this option. The Region cannot deal with vehicular traffic. Why not a bridge across the Grand to Galt for vehicular traffic?
E24	- Eagle St / Moore St being very narrow and many of the homes needed to be expropriated or have a LRT running right beside it. - Disrupting the wildlife and environment at the Moore St dead end and crossing the trail.
E25	Everything south of the Delta means you've abandoned the three bridges approach, which I liked and thought would be good to pull in riders from the other side of the river. Why aren't we going down Water Street? Being afraid of converting streets to one way car operation is sending an interesting message about priorities.
E26	Eagle street from William to Concession Rd is too narrow, therefore it would affect all homes in that area.
E27	-Bottom end of Shantz Hill -Using Eagle (it's very narrow)
E28	Challenge of appeasing the Preston residents of Eagle Street, this needs to be a priority before they create more smear campaigns and someone gets elected into office and then the whole project is scrapped. I do not like the route down Beverly St in Downtown Galt. I think that would be silly to avoid using Ainslie & Water streets. There should only be one lane of LRT per road (as we cannot be tearing down Historic Buildings in downtown. I think you need to also make use to the old VIA Station at GCI/Malcolm Street. There is a lot of room here, and it is in an existing neighborhood that could really use the push from some local transit and redevelopment.
E29	Large gaps between stations (i.e. Preston to Pinebush, Delta to Ainslie) and tight ROWs
E30	Very high negative impact on residents in those areas. Likely a massive increase in traffic, pollution (both noise as well as increased people in the area), and disruption to their everyday life.
E31	Elevation of Shantz hill would need to occur, the road areas from Shantz hill and fountain to eagle and king are already busy enough and adding a train and stop to that mix will cause so much unnecessary and unmanageable traffic, you are taking homes away from people that have lived there their entire lives, destroy cultural heritage sites which is what defines Preston this route would take away things that Preston is known for but the purpose of this rail is to give people more access to Preston but there wouldn't be access to much.
E32	Potential property impacts include older homes (lower income families?). Finding alternative residences may be difficult
E33	The proposed LRT route will alter and transform century-old Cambridge neighbourhoods (as is underway along LRT routes in Kitchener and Waterloo). There will be challenges along Eagle Street, where LRT will must to bully through a community of small, single-family home and walk-up apartments. Property will be expropriated for the tracks -- and developers will snap up other

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	<p>track-side lands with plans to build new, higher density residential buildings. I am concerned how LRT trains will navigate Shantz Hill-Fountain-King corridor. Can trains really climb Shantz Hill in all weathers? I see the challenges at King-Sportsworld with connecting LRT to local and inter-city buses near the Highway 8 interchange, if LRT tracks are on King Street well away from the existing Sportsworld Station. Creating a workable King-Sportsworld LRT transit hub there likely requires expropriating commercial land along King and relocating the existing GO/iXpress station. Early partnership discussions with landowners at King/Maple Grove would be a wise. Explore win-win redevelopment partnership options to accommodate bus, LRT and car traffic, while bringing more potential customers to a revamped commercial area.</p>
E35	<p>It will likely involve the expropriation of the eaglewalk businesses (Cambridge surplus) etc. for road widening to accommodate the tracks. the destruction it would do to houses and businesses would be catastrophic.</p>
E36	<p>1. The fact this impacts 110 properties (the most of any route considered) is a huge negative in my eyes. 2. Running this down Eagle will have a dramatic negative impact on vehicle traffic flow in the Preston section of your preferred route. 3. Accidents on the 401 that require Eagle as one of few alternatives for detour traffic seem to be a weekly occurrence and transit on virtually the full length of Eagle would complicate this issue dramatically with no real alternative fix. 4. I attended the public information night at the Kin hall and no one there could tell me which properties would be affected and to what extent. How am I supposed to have an opinion when you haven't given me all the information. 5. To the best of my knowledge, any "official party" I have talked to on this issue doesn't live in or really understand the community this will be affecting. It seems to me this "choice" of routes has been made by uninformed individuals who will not have to live with the result. Looking at maps and overviews doesn't alone doesn't qualify someone to produce the best recommendation. People living, working and travelling the area on a daily basis need to be considered far more than they appear to be at the moment.</p>
E37	<p>No one is going to ride on the LRT train, no one even rides on the BUSES. Besides that where would you like all of the people who live on Nelson St and Moore St to go, are you planning on not having them have access to their houses or just kicking them out of them to make way for this train that no one will be on.</p>
E38	<p>I believe no one will be using this. If you are planning a route through Preston that has only one stop 5 to 6 blocks from Preston Towne Centre no one is going to pay to take the LRT to be dumped off so far from their destination. Who ever did this study obviously does not live in this area.</p>
E39	<p>Getting into Preston is challenging by any route, yet it's important that King/Eagle be a major stop. I hope that property impacts can be minimized. Note that this work will not take place before the mid-2020s. When it is eventually finished there will be a more integrated core in Preston with a lot of potential for redevelopment and an increase in property values. By that time people will be ready for gradual improvements. Very important that present residents be reassured and worked closely with. My other caution would be that the train "spine" will only be effective if integrated with efficient and frequent bus service along King-Coronation-Dundas, along Fountain St from Conestoga College all the way to the airport (and future Breslau GO stn), and to the industrial zones.</p>
E40	<p>I would have preferred an alignment alongside Highway 8 from the River Road extension towards Sportsworld as it would probably reduce the travel times between Kitchener and Cambridge, but if cost is an issue (where money could be spent on other areas of the corridor) I can understand the alternate routing along King Street. Obviously the other contentious area of the route is through Preston; although I agree with the alignment using Eagle Street from King Street towards Hespeler Road every effort should be made to reduce property impacts to those properties along the route in the area from the Speed River to King Street in Preston even if it means some sort of realignment in this section (although I don't have any suggestions).</p>
E41	<p>There will be a significant loss of historic properties in Preston on Eagle St. Property owners</p>

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	<p>questions were marginalized during meeting. No details on properties affected, or process details on expropriation. There is considerable property impacts on houses within Preston. Preston residents live and commute to Toronto. You are closing King St/Shantz Hill/Fountain St and Hespeler routes to the 401. You will cause long delays for a community which provides easy access to the 401. The building of a elevated bridge down Shantz Hill. How will this look? Will it affect wetlands? It is landing in a residential area. It will make the nature trail look horrible. It will not provide a bridge for students to cross the Speed river to go to Preston high. The service does not serve students or Conestoga College. It does not look ideal when you could share tracks to the east. You are sharing tracks close to Hespeler road, why not share them down Fountain instead of down Shantz Hill. Businesses will be greatly affected on Hespeler road and there will be significant road closures. King St in KW was not nearly as busy, nor did it have as many businesses as Hespeler Road. River road extension has been talked about for years, with no change.</p>
E42	<p>1) The part of the route going down Shantz Hill to cross the Speed river and Fountain Street will be quite costly. 2) This part of the route will impact the flood basin too much. 3) Passing through the narrow sections of Eagle Street all the way to the Speedville Road and Eagle Street intersection will affect too many residential homes in an established neighbourhood. 4) The current route will also aggravate the already congested traffic at the King Street intersection. 5) There is no stop at Cambridge Memorial Hospital. 6) The construction to go over the CP rail on Eagle Street will be costly. 7) The industrial area along Maple Grove Road and Speedville Road is bypassed, and workers in this area should have a stop.</p>
E44	<p>Consider the residents. By running it down Eagle Street, you are evicting 100+ people from their places of work, worship, and above all their homes. If you are going to tear down the homes along Eagle, at the very least put a stop in that neighbourhood so that those who remain can actually ride the train that runs through their backyards.</p>
E46	<p>Crossing highway 8 at Beverly st. And shantz hill / king street area in Preston. Due to heritage landscapes, traffic and the river.</p>
E47	<p>1. MASSIVE cost to build 2 bridges - one over the Speed River and a second over the CPR tracks on Eagle Street. I am certain that this ION will never, ever be paid for. Either that or taxes will be through the moon on numerous levels of government. We've been lied to far too many times to accept political spin. 2. LOW ridership. The income level of home owners in this area is middle-upper. ALL have cars and there will be minimal ridership who will use this transit system through this corridor. Okay, maybe in 75 years ridership will be decent. 3. Ecology - I hope to hell the GRCA has the legal footing to stand up and blocks this. There is no way this project will not affect nature and natural environment. There is a beautiful path through the woods right now as well. Say good bye to it with an ugly bridge and trains coming through constantly. 4. Minor benefit to the Preston downtown. The route of the lon is from major mall to major mall to major mall. Who is going to stop to shop in downtown Preston? 5. It'll be a stop for low income commuters who have 1 1/2 hours to spare to get where they are needing to go. Imagine - I can drive from Cambridge to Conestoga Mall in 20 minutes. Cambridge to Fairview Mall in 7 minutes. Why would I take the lon when it would likely be 1 1/2 hours to Conestoga Mall (walking to the lon stop not included). 6. It's pretty clear that planners have screwed themselves into a corner. Planners didn't really plan this thing (that is the consensus on the street) and when it came time to figure out which route 'might' work, they contacted CPR to request permission to build the lon in alignment with their tracks. When they said 'no', the next and easier solution is to take the path of least resistance and expropriate land from homeowners. Why, because homeowners have NO choice. Citizens are not going to lie down and let this happen because it is a gross mistake.</p>
E48	<p>Bridge over the river , what will that do to our building at <i>[address redacted]</i></p>
E49	<p>As I've stated in previous comments, Cambridge sucks -- sorry, "is less than optimal" -- for a "central transit corridor" due to its legacy as three small towns amalgamated into a single entity. I understand that you are forced for economic reasons to run the track right down Hespeler Road,</p>

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	<p>the primary commercial area of the city, but in doing so it seems you almost purposely manage to avoid all of the residential sections. You capture a pittance of Preston (perhaps half if you put stops at Preston Heights and Eagle/Concession), ignore Hespeler entirely, and barely serve Galt. Galt residents could use the LRT to visit the mall, or the Smartcentre, or KW. Literally everyone else in Cambridge would use the bus, not the LRT. Preston to Hespeler? Bus. Preston to the Cambridge Centre? Bus up Bishop, unless you happen to live in the apartment buildings next to the Preston LRT stop. Hespeler to Galt? Bus up Franklin. Hespeler anywhere else? Bus. Galt to Preston? Bus up Coronation. Your design board must have done some serious intra-Cambridge trip analysis to determine optimal bus routes and how they intersect with LRT usage. How many intra-Cambridge transit trips end up involving the LRT? Probably not many. That said, Cambridge needs the LRT to avoid becoming a second-class city in the Region and, thus, Grand River Transit needs to hang a majorly fleshed out bus network off the LRT's steel skeleton -- basically an LRT spine with aBRT bones running between Cambridge's town centers, with local bus routes within the towns. And by aBRT I mean *aBRT* -- limited stops, intersection signal priority, queue jump lanes, LRT-class enhanced stop design, etc. -- and most definitely not a regular city bus that takes an hour to go from one town centre to another, with a couple dozen or more stops along the way.</p>
E50	<p>Ruining river landscape along river and increase congestion in already bottle necked area. Will be an eye sore coming into Preston. If wouldn't reroute the Shantz Hill bypass thru this area for traffic for environmental reasons then shouldn't back track and change this for the LRT as well.</p>
E51	<p>Hespeler Road is mostly car-oriented. For the lon to be successful, you should not make it easy to drive nearby.</p>
E52	<p>I don't see a feasible path to the terminal. Avoiding residential areas and what residential areas appear to be adversely affected by the train.</p>
E53	<p>The impact to existing homes and businesses along the route. The proposed K2+N3 Route is a horrible idea. This will destroy heritage homes and an established community. Then these ejected property owners are forced to source new homes in a saturated and expensive market.</p>
E54	<p>Will cause the destruction of homes.</p>
E55	<p><i>[the first part of these comments pertain to interface with a specific property and are thus redacted]</i>. Any future maintenance that will be required on the PPR will also completely cut off traffic flow between Cambridge and Kitchener along this road with very few alternative routes. As seen from previous experience during city construction and repair of electrical power lines, even though the road is a single lane, it is a main artery of traffic between two busy commercial and residential areas. A simple traffic survey would verify this claim. Running of an LRT track on this road would require demolition and reconstruction of the historic Grand River Bridge. Any construction over or near the grand river would also require extensive environmental study and opens the project up to political pushback and costly legal proceedings from various environmental political action groups and greater public.</p>
E56	<p>Disruption to existing businesses. The Preston core stands to benefit long term but there won't be a core left if the plan construction does not support businesses in a meaningful way. Avoiding King Street is wise, but impact assessments need to account for those areas not directly on the route but nevertheless affected. We're all hearing that all the sidewalks will be ripped out of King Street to make room for overflow traffic from the construction on Eagle street. If true- this will kill the tiny core.</p>
E57	<p>None</p>
E58	<p>I am concerned about impacts to my property value (we live <i>[redacted]</i>) along with ongoing noise impacts during operation. Additionally, I would like to see more information regarding how the bridge over the Speed River will take into account the walking trail on the south side of the river. This is a beautiful path with abundant wildlife - while construction noise/impacts are unavoidable, it is imperative this trail remain open and accessible to residents during both construction and</p>

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	operation of the LRT. Additionally, I'm concerned about having the route come through Moore St and the impact that may have on this local community. It's a small unique part of Cambridge and the LRT on Moore St will likely have significant negative repercussions on the fabric of our community.
E59	The challenges are that the plan does not take into account heritage communities, offering money to homeowners to destroy properties is not a sufficient plan when it affects the footprint of an older community.
E60	Property Impact. Squeezing 2 LRT tracks + 2 car lanes + bike lanes + sidewalk will require to demolish houses on both sides of Eagle Street on both sides of King Street. The impact of this will not be limited to Eagle Street, it will destroy this end of the Preston residential area. Cost
E61	The route through Preston looks tight. If LRT is brought to Eagle, the road definitely needs an upgrade. It can already get quite congested. Also, there are several areas that will have all of the hassles of LRT without the benefits of a stop. Imagine waiting through the years of construction and then permanently living with the minor annoyances of rail lines close by without any benefits! Stops should be considered in these places even if there doesn't appear to be enough projected ridership. I'm thinking particularly of the following areas: King/River/Freeport hospital area; Shantz Hill Rd; Eagle/Concession/Speedville; and Dundas/Beverly. It doesn't seem fair to burden these neighbourhoods with the disadvantages of LRT without the advantages.
E62	Eagle Street! The wetlands!
E63	1. The crossing from Fairway Station over/across Fairway Rd is critical. This is a high traffic area which features some of the highest rates of vehicle collisions in the region. Traffic impacts during construction and operation need to be minimized. 2. The current preferred route is directly tied to the development of the River Rd extension. This project has been approved for a decade and seems to be no closer to construction. If delays continue, it could impact the entire extension of the LRT into Cambridge. 3. Public perception of "potential property impacts" are increasingly negative. Additional information is required to clarify these impacts - classify impacts by residential or commercial property; categorize potential impacts as minor, moderate or major (i.e. full purchase of property); provide an info pack EARLY to potentially impacted residents/businesses to summarize the process and include lessons learned from Stage 1.
E64	Getting the LRT from south of the 401 into and through Preston
E65	Shantz hill is a natural spring. With all the trees cut down I've never seen it leak so much before. Wouldn't that cause bad foundation???
E66	I cannot comment on the entire Preliminary Preferred LRT Route Stage 2, since I'm not very familiar with all of the areas until it hits Preston and that area I know very well, since I live in there. I feel wool was pulled over my eyes when the Region of Waterloo a few years first tried to sell the idea of the LRT to the public. The initial the plan to use the existing rail corridor linking Kitchener and Cambridge had to be thrown out because ION officials did not get permission from the railway. What happened there? Didn't the planners do their preliminary planning back then?? The option to build a fly-over at Shantz Hill Road and continue it over the Speed River, possibly the adjacent wet land and the Linear/Bob McMullen Trail in order to then continue on Moore Street and make a left turn onto Eagle Street, seems ludicrous at best for only one LRT stop in Preston!! This would be ruining the quiet area of Preston including disturbing the wild life. When the idea of the LRT was sold to the public I was told that the LRT would be using existing road ways. However, now it turns out to be very different: once the LRT turns onto Eagle Street, that street will need to be widened in order to accommodate vehicular traffic, meaning a number of houses and buildings will likely be torn down. Speaking of Eagle Street, 2 GRT buses( # 64 and # 56) run at some point on Eagle Street. These buses serve the ridership in the Preston neighbourhoods to get to and from Cambridge Centre Station, in other words, should the LRT come to Cambridge Centre Station the Preston ridership can get to it without the LRT stop in

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	<p>Preston. I sincerely hope that the planners as well as the Regional Council will take NO for an answer much like they had to when they did not get the permission from the railway to use the existing rail corridor linking Kitchener and Cambridge. Please do not get me wrong: I do not have a car and when I'm not using my feet or my bicycle I'm an avid public transit user and I was looking forward to the LRT, hoping actually that it would go through Preston on King Street. Having said that at this point I would prefer if there was NO LRT stop in Preston, and if the LRT was never to come to Cambridge that would be alright as well. Please do not ruin the Preston neighbourhood. However, if the LRT must be continued to Cambridge, there is always the option of making the part from Fairview Mall to Cambridge a subway.</p>
E67	<p>Length! Highway 24 is busy enough without adding Light Rail. What about Hespeler - they always get left out! What about running it by the Cambridge Memorial Hospital - thus through Preston right to the Delta then turning to Downtown Galt?</p>
E69	<p>Changes the community. Homes and trees destroyed. It will be too heavily populated in this area.</p>
E70	<p>Coming over the Speed River into Preston will affect wetlands, the Speed River and properties in Preston. The intersection of King and Eagle is a nightmare on the best of days. Cost savings shouldn't be the driving force over which route makes the most sense.</p>
E71	<p>The 90 degree turn in Pinebush seems problematic. I hope there is a good plan for this. This sharp turn would likely slow the trains down significantly. Is there a slightly different route that could fix this issue?</p>
E72	<p>too much money for something that is not necessary waste of my tax money</p>
E74	<p>Do you realize how many properties, businesses and whatever else is in the way that you will destroy? Not to mention costs of buying people out. Or do you plan on just taking the land? Across the river where wetlands are? Really? Down one of the narrowest busiest streets in Preston? Preston will be destroyed. It is not big enough to support this. The homes that will be lost, unacceptable. Very poor planning.</p>
E75	<p>The Region proposes a bridge from the top of Shantz Hill over the Speed River through a flood plain across the Bob McMullen Linear Trail (rated as #15 of 38 things to do in Cambridge) to Moore Street then turning up Eagle Street. A street that clearly meets the criteria of 'Narrow Street needs widening'. There are four schools in close vicinity of Eagle Street and King Street which includes, Preston High School with over 1000 students. Traffic operations at King Street and Eagle Street are at capacity!! There are only two roads in Preston that have direct access to Hespeler Road, Eagle Street and Bishop Street. From Eagle Street to Fountain Street there are several properties zoned RM2 permitting 150 units/ha and C1 commercial properties. There is major Intensification already planned for this area of King Street which will further impact the traffic operations at King Street and Eagle Street. C1a follows the CP rail spur that is still used by trains. Will CP permit LRT to use this rail spur or will the LRT tracks run beside the train tracks as in parts of Waterloo.</p>
E76	<p>There has been a lot of misinformation and fear-mongering going around about potential property impacts. Clearer communication is needed to show that most property takings are likely only to be slivers and small parcels, not full expropriations and home demolitions in every case. (You could point to examples in Stage 1.) I know it may be early to say definitively what and how properties may be taken, but the information void has been filled by fears of a worst case scenario (unlikely as it may be). The avoidance of the Pinebush intersection will push the stop away from the hotels near that corner. Good design is needed to ensure that connections with GO buses is maintained.</p>
E77	<p>A lot. Read my response in new issues comment for more details but major construction restraints especially within the Preston sector. Traffic issues both during construction as well as after. Destruction of habitats and homes both animal and human. Profits vs losses with low ridership for many years.</p>

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E78	Favouritism of commuters from Cambridge to Waterloo. Cambridge and Canamera are fairly close together stops are only about a 5 min walk and Canamera stop connections could connect and Cambridge center.
E79	Waste of money.
E80	Shantz Hill is a steep hill. How will the terrain be managed so that the train can navigate it? There are a number of small businesses along Eagle Rd towards the power plaza. A stop in this area in the future may be beneficial. How is the line going to be constructed to not block the GO platforms?
E81	There are many challenges with the Preston route. Many houses would be lost. The effect on the watershed. The cost to the taxpayers. The length of construction. When the 401 is closed down for whatever reason, Eagle becomes the alternate route and it becomes a nightmare. I can just imagine what it will be like if there was construction or even after construction is complete. I think this route is ludicrous.
E82	The possibility that my home on [address redacted] will be demolished and most of my neighbourhood will be negatively affected. This is a quiet area with very narrow streets and putting in sets of rail tracks will result in too many homes being torn down.
E83	Chaos for years with construction. Traffic chaos after completion as this is a high traffic zone to begin with.
E84	how long would the route take? Is it quick? What about Hespeler? Feel like it is leaving this area out.
E85	F2a River Road Extension - Route segment appears to favour cost and engineering objectives over potential ridership, travel time and property impacts (Appendix B, Report: TES-RTS-17-01). - Increased noise levels would exceed the estimates outlined in the acoustical report for the River Road extension project (Appendix K, Report: E-14-029). - Increased traffic, reduced privacy and property impacts for quiet neighbourhoods (Hidden Valley, Woodview/Stonegate).
E86	It runs through residential areas without the benefit of stops. If there are no stops why destroy houses and neighbourhoods. Run the rail north of the river where there is less impact on people's houses and lives.
E87	a shuttle bus that would connect students from the train to the colleges (smaller colleges-heritage in Cambridge)
E88	Resistance from local businesses and residents, due to construction and road closures.
E89	Cambridge is so spread out, that the route has to cover a lot of territory.
E90	Goes right through Preston, a mature, historic neighborhood and up roots at least 100 families. Find another way.
E91	You are forcing people out of their homes! What the hell are you thinking?
E92	Construction costs and traffic impacts
E93	The destruction of a neighborhood for what? Unbearable tax increases to satisfy the whims of unaccountable politicians and regional staff members.
E94	You're kidding right? The Shantz Hill - Moore St - Eagle St leg is a looming nightmare. Expropriations of entire residential properties? Let's consider expropriating smaller portions of front lawns and then making those streets single lane, one way. Do we have the technology to make driveways abutting the lines safe in that scenario?
E95	Crossing speed river location. Route up Eagle St. Desire route through Preston core. Route along Bishop St.
E96	You will be putting people out of their homes and kill the heritage right out of downtown Preston
E97	The challenge would be the changing of the area and taking places away that the community

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	uses.
E98	it has been placed on two extremely busy streets, adding to traffic chaos.
E99	We don't want light rail. It's corruption to build one. Increase bus frequency if needed. No need for wasting our hard earned millions dollars for lrt project.
E100	There are many problems with this route and the older sections of town. There has been numerous delays in the construction of Shettleston's sewers. That was back in 2014/15. Many issues and many delays. The same can be said for the other side, Hickory; Oakwood and Eby Street.
E101	Will it be faster to get off at Preston and take a bus to Delta than to stay on the lon? My understanding of the secret to success of public transit is that it must be faster AND cheaper than any other form of transportation. Trying to make everyone happy only guarantees failure. Not sure why the Waterloo section goes through RIM "before" it gets to Conestoga Mall. The "scenic route" and "efficiency" do not make for "success".
E102	Hespeler is not included. Going down Shantz Hill Road will be a challenge.
E103	I think two opportunities are missed by the proposed route. Firstly, it would be a good idea if the LRT passed by the Waterloo Region Airport. Secondly, I don't think route through Preston provides maximum benefit.
E104	Keeping people happy after the river crossing. But I like that idea.
E105	\$1 billion in cost overruns
E106	Crossing the two rivers. I wouldn't want to see any environmental damage done to the river habitats.
E107	I have two main concerns. First, that housing prices will increase along the track. This is obviously expected, but hopefully it doesn't drive away vulnerable populations who are most likely to use public transit. Second, I noticed that this route does. It come near Conestoga college. Specifically, the Cambridge campus by the 401. Hopefully there can be some sort of express bus that will travel from a Cambridge lon terminal to the college?
E108	I do not want Preston, Moore St, Eagle St route. It will affect too many people in a negative way and ruin Preston. The majority of Preston residents will still need a bus to get to the train so having it enter Preston at Speedvale Rd would be far superior. It would avoid an eyesore of a bridge at Shantz Hill also. There is no need to go through a heritage area and ruin the character of an area that is among the oldest is the region.
E109	Eagle Street is too narrow and it will have too much of a negative impact on the community. The entire system is too new to even know if this is a viable project. I doubt it will ever happen. The original plan did not take into consideration the changing trends of young people in using alternative methods of transportation such as Uber. Nothing should be done for a minimum of 10 years to see if the line in KW is actually working and whether or not it is self sufficient. The preferred route does not help Hespeler which has greater potential for growth than Preston. The preferred route does nothing to getting people to the industrial areas. The preferred route completely ignores Conestoga College. If the next generation is the one that will use this and your plan is to market Waterloo Region as the silicone valley of Canada then you need to pay more attention to the schools of higher education and this should be joining all three schools.
E110	Noise ! More congestion ! More traffic on Queenston Road specifically speeders! We already have a huge problem on Queenston with Speeders!
E111	- Negative impact on the existing built environment and cultural heritage, basically the proposed plan will result in considerable demolition. - The selected Route Plan will primarily serve certain streets/corridors and related nodes and two major urba <i>[comment not completed]</i>
E112	I strongly object to the possibility that the route may nonetheless take Chopin. I feel that it would

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	entail more curves and slow down travel. It would be more dangerous because it leaves less distance to negotiate the grade down Shantz Hill before requiring a turn onto Chopin. The property on the corner of Chopin and King was until recently a gas station and would probably require expensive soil remediation of any if any digging were undertaken there. The businesses along Chopin (notably the City Cafe and the Beer Store) have already had lengthy inconvenience because of construction on King and may well suffer unsustainable losses.
E113	Keep it off moore st or better yet keep it out of the south side of king. Best case scenario keep it out of Preston
E114	a lot of congestion and a lot of homeowners being displaced
E115	Having the raised bridge travelling down Shantz hill will need to be designed in such a way that it is aesthetically pleasing and blends in with the overall look and feel of the area. Need to ensure environmental impact is minimized as the path crosses the river area. Final challenge will be the impact to residents of Moore and Eagle streets and the aesthetics of the final development.
E116	My house is [address redacted]. I see there is potential that we will be forced out of our home that was built in 1887. Whether that happens or not.... his lon should stick to routes. I don't agree with it coming down Eagle Street at any point especially between King and Moore. Building a bridge over the wetlands is ridiculous. The beauty of the trail along the river will be compromised for a bus that is not needed to come down that route every 8 minutes.
E117	1. Freeport Hospital should have a stop. Healthcare access is a human right. This could be a "request only" stop with less infrastructure if it is expected to be low traffic. Crossing highway 8 twice and adding distance without providing a stop at Freeport is wasteful. 2. The Sportsworld stop should be closer to Sportsworld drive. Walking access to Costco is important, as it is a source of healthy groceries. Grocery access should be prioritized in transit as is crucial to a healthy and livable city (second only to healthcare access). Groceries are also heavy. Please don't ask riders to carry their groceries too far. Costco is also the primary (motor vehicle) traffic driver for the area (potentially rivaling Fairview). Providing transit access may help with overall congestion. 3. The route should follow the existing tracks between Fairview mall and Freeport if this can save money (no need for new underpass), and preserve natural area.
E118	How dare you guy that taking people's homes and ruining people's property those house left behind We do not want LRT on king / eagle in Preston Terrible idea with LRT
E119	It will destroy Old Preston. Shantz Hill and Eagle Street cannot handle this. Keep it up at Sportworld and Maplegrove Rd. Or run it along the 401
E120	The cost and destruction to a quiet historic residential street (eagle st.)
E121	I don't know Cambridge well enough to comment on this.
E122	Way too much expropriation.
E123	lack of parking. traffic congestion and non central locations
E124	The detour between the Delta and Ainslie is unfortunate, but it seems reasonable. I wish we had better information about future GO stations, but I don't see that information being available any time soon.
E125	The preston spur will ruin an historical community and important wetlands without great economic benefit. If a large neighbourhood is destroyed, who will be the people using local businesses? Building on a wetland floodplain would be very expensive and foolhardy.
E126	It is difficult to get in and out of Preston now as well as getting to Kitchener. Going down Freeport to King down Shantz Hill will cause so much more congestion. Worst part is going across the river to an old neighbourhood and then down Eagle which is the only other way to get in and out of Preston. The lon is really not even touching Preston for riders. It is just skirting the one end of it and bypassing the rest. Cambridge is too spread out with no designated downtown to even have LRT. Who is going to pay to build the bridge over the river and revamp Shantz Hill

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	in order for ion to navigate it? Busses are fine
E127	Crossing King and getting bus connections.
E128	It almost totally does not interact with Galt, and leaves the main campus of Conestoga College unserved.
E129	It does not serve Cambridge Memorial Hospital which is probably one of the largest employers in Cambridge and probably one of the most important destinations for senior citizens and others who primarily use transit rather than private automobiles. The proposed route does not follow a straight line from the Preston station to the Delta station, so service between those points will be significantly slowed by the excursion along Eagle Street and Hespeler Road. It would be better to run the route along the existing train tracks that parallel Coronation Blvd. Then there should be a Phase 3 that is a separate route from the Delta stop along Hespeler Road and continuing to Guelph. Hespeler Road should not be part of the Waterloo to Galt route.
E130	see below
E131	I live in Preston, this is going to create more congestion than there already is. Plus, what is going to happen to all the houses, land value and character of the neighborhood when they put another bridge right across the river and rip up the entirety of Eagle st all the way towards King St.
E132	New bridge over Grand River (but that had to happen one way or another). Goodbye Canoeing The Grand. South end of Sportworld a bit of a hike.
E133	Eagle is too narrow
E134	Building an almost KM long overhead bridge, destroying wetlands and historical homes / Churches / streetscapes, requiring total removal of hundreds, if not thousands of residents to facilitate the building of a transportation link that has not been, as yet, proven to be needed or wanted.
E135	How busy it will be
E136	None.
E137	That this will cause more congestion in the downtown core of Preston. During rush hours, this area is packed. This will only cause more issues with that.
E138	It will be a disaster having Eagle St and Hespeler Rd under construction for this as well as utilizing this when built. What a waste of taxpayers money that will result only in a negative impact on the community.
E139	It will come at a great cost to all people living in the south end of Preston. Homes will be lost and those that will stay will have huge noise pollution. What in the name of all that is holy would possess you to plan this!!
E140	The biggest challenge I have seen is the impact of the LRT tracks interfering with road traffic. In Waterloo, some of the tracks have resulted in narrowed roadways which turned a 2 lane roadway into a 1 lane roadway due to the reconfiguration for LRT tracks. The resulting reduced lanes have increased congestion. In addition, intersections will be slowed due to the new LRT tracks or lights, cars having to do U-turns due to tracks running down the middle of the roadway.
E141	I do not like that it enters Cambridge via a large, likely to be obscene, bridge which "lands" in a (currently) quiet residential neighborhood. This bridge would drastically change the neighborhood (ex. Home/property values, noise). It then continues down Eagle St, an already narrow road that can't even accommodate on-street parking. The homes along the street would not only decrease in value but would also lose property to allow for a "shared" road. Nothing about this proposed section of the route makes sense. Cambridge is already paying a HUGE amount of money towards the LRT that we still may never receive. If this planned route does eventually get built, are Waterloo and Kitchener also going to be responsible for the increased cost??
E142	PICK A LESS DESTRUCTIVE & COSTLY ROUTE -- Try Maple Grove to Hespeler. There are 2

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	new subdivisions being built, plus another huge chunk of farm land recently purchased. Why not go out from Sportsworld Drive along Maple Grove directly up to Hespeler.
E143	destroying homes and businesses
E144	The segment between the 401 and the Preston station concerns me for the impact it will have on both Linear Park and the southwest Preston neighbourhood. Impact on heritage buildings must be minimized, and every effort should be made to assist residents and businesses affected by construction, especially those that will be displaced. I do not believe the "potential GO station" indicated on the Beverly Street segment is practical due to the creek. A site closer to the main line, potentially incorporating the original CPR station buildings, would be preferable, with the freight yard potentially repurposed as GO train storage, redevelopment, and parking for those not arriving by transit.
E145	It would ruin the quiet neighborhood that is Preston. Too many homes would have to be destroyed! There is already too much vehicle traffic going into and thru Preston.
E146	It has impacts on property, but there's no way to add in transit without those impacts. Zero property impact places the rail and stops in areas inaccessible to people without a car which defeats the purpose.
E147	I am at a loss to understand why the route does not go anywhere near either the Doon Campus or the Cambridge Campus of Conestoga College. Ridership numbers are a critical factor that will be used to gauge the success of this very expensive public transportation project. The two Universities in Waterloo and the colleges Waterloo campus are served with Stage 1. Neither the Doon or Cambridge campuses of Conestoga College two be serviced with this proposed route of Stage 2. Canadians have to be weaned away from their reliance on the car and on to public transportation. What better time is there to start the mind shift when you are a student. I am very cynical about this situation of going nowhere close to the two College Campuses. Parking at the college has long been a major profit centre for Conestoga College despite all claims to the contrary that it is a revenue neutral. By ignoring these two campuses and the majority of the colleges student population we are doing a major disservice for the region, our community and thousands & thousands of potential users of Stage 2.
E148	Not getting into Hespeler where a lot of commuters are. Esp families with kids going to university in next few years.
E149	One challenge I see is traffic. Eagle street is an alternate route when the 401 is backed up, the city is proposing having a train run along this single lane road every 7 - 10 mins? It will soon get backed up on a busy day. Eagle St is also an Emergency vehicle route, I can't see this system not impacting the speed of emergency vehicle response. Another area is the Delta, we incurred 2 years of construction to have Hespeler road go over the railway tracks, and now the city is proposing the train joins the tracks at that intersection, surely this will bring more congestion to his area. Also, this mode of transportation is an eye sore, I can't imagine how horrible the streets will look with all the overhead wires. Toronto can pull it off because the building are higher, but here we have lower buildings, we see more sky, all we will see are these ugly wires lining the streets.
E150	Most of it seems fine except where it goes down Shantz Hill to Eagle. Makes no sense to impact so many families, heritage homes and create more traffic. That area is already bad for traffic at most times of the day. Do not make it worse! It's too populated of an area with many large heritage homes. I will not support the removal of these homes and creating more traffic when other routes solve both these issues.
E151	The route via Eagle St. and Hespeler Rd. goes a considerable distance away from a direct route to downtown Galt; in short, LRT passengers travelling from Kitchener to downtown Galt, or vice versa, would waste time going kilometres out of their way, and additional costly track would have to be laid. Eagle St. is just four lanes wide and seems to be heavily used by motor traffic in rush hours. There is minimal potential ridership along either Eagle or Hespeler Rd. Eagle is

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	<p>characterized by a few scattered houses and light industries; Hespeler is mainly oriented towards drive-in traffic and will remain so for the indefinite future, eg restaurants, service stations, strip malls, etc. Redevelopment is not a strong possibility along Hespeler, in my opinion. Staff need to check with Calgary to see if there has been significant higher density development along their Northeast LRT line that traverses a similar thoroughfare in part, 36th St., I believe. This LRT line has been in place along this street for about 20 years. A far more logical route, that would better serve riders, would be to proceed eastward from Eagle St. with the eastbound track in reserved track on King St. as far as Bishop St. North, then onto Coronation St., using existing boulevard, and Dundas to the former CNR-Grand River Railway right-of-way at Dundas and Beverly Sts. The westbound track could follow Dundas and Coronation to Bishop, then follow then Duke and Sipes Streets to Eagle. This would allow the LRT to serve downtown Preston, without usurping two traffic lanes, and most importantly provide a direct route to downtown Galt. The residential area along Coronation, Cambridge Memorial Hospital, and the Babcock Wilcox Plant would all be served, providing far more potential ridership than the Eagle-Hespeler Road routing. Staying on Coronation and Dundas would avoid the cost of purchasing the parallel CNR right-of-way. Did you ask consultants with LRT experience to examine all possible routes for Stage 2? If so, what did they report? There is a major traffic bottleneck in the Shantz Hill - Fountain St. - King St. West area. This could be partially avoided by routing the LRT through the existing service station property on Fountain and the adjoining vacant land, joining King st Eagle.</p>
E152	<p>It is disingenuous to indicate on the maps that there are "potential property impacts" along the preferred route. The reality is that there will be dozens of homes and businesses in south Preston and along Eagle Street (east of King Street) that will be demolished to make way for this project. Now that the preferred route has been widely publicized, it would be better to be transparent about this fact as the project moves forward. Negative impact on the architectural heritage of Preston's commercial core. On the display boards at the PIC, item #15 states the need to "respect the heritage of downtown Cambridge" which I suspect means the original city of Galt. What about respecting the heritage of Preston? With some exceptions for bad in-fill, the late 19th and early 20th century brick commercial blocks in Preston are worthy of respect too. And while these commercial blocks will not be directly impacted by LRT construction, if one of the goals of LRT is to intensify development near the Preston stop, then it's reasonable to assume that there will be developers planning and applying for demolition of entire blocks of heritage buildings in the Preston core - along King, Queenston and Duke Streets, as well as on the east/west streets.</p>
E153	<p>We are a one income family with 2 small children. Living in a nice, quiet and safe neighborhood. We bought this house for the hopes of raising them up here for years and years to come. What happens if we can't afford a new home in the area we fell in love with. This transit system might drive more people out of the region especially the homes you plan to rip apart.</p>
E154	<p>Environmental impact. Noise to a quiet Preston neighbourhood, with no benefit to homeowners. Traffic in Preston is already bad, even with improvements, adding a LRT will just make traffic worse. Have you been at King and Eagle at peak times? Have you been at Hespeler Road and Eagle at peak times? Having to impact homes and businesses to build something that may not have ridership seems to be a negative for Cambridge. Also there will be a traffic impact in coming down King St and Shantz hill will also create more traffic issues. Lack of ridership.</p>
E155	<p>1. Dealing with the rail company to actually fully consider the possibility of crossing the Speed River at Riverside park instead of at the end of Moore Street. More on this below. It might be challenging to deal with the rail company, but this needs to be given additional resources and further investigation. 2. Making citizens with affected properties understand that this type of project's success relies on PROXIMITY. Re-routing to avoid their houses makes the project less effective, and if it requires moving the route to less populated areas (like the Cambridge business park for example) then what good is a train that travels tens of kilometres? If you can drive or take a bus to the LRT station that is positioned well away from your home, then you can probably take the same mode of transit for your entire journey (and frankly, you will just keep driving). 3.</p>

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	Actually reaching some consensus that the community can get behind. In an amalgamated city like Cambridge this is always difficult- for example Hespeler residents aren't likely to support this route.
E156	Going through residential areas
E157	<p>Hello this is to voice my concerns to the LRT going through the path behind Beverly Street in Cambridge</p> <p>1) Environmental - This path goes through Soper Park and wildlife is abundant, from squirrels to Rabbits to the occasional Deer and Beaver in the creek. There are a large number of geese, ducks and a heron who call the creek home. The Friends of Mill creek have worked very hard at bringing the fish population back up to a healthy level in the creek. By having a vehicle going down this path a number of times a day it will cause disruption to the established wildlife in the area. As we are all aware within our cities thriving green spaces are becoming harder and harder to find so we should do our best to ensure they are protected and not disturbed. Mill creek runs into the Grand River, if there was an accident on the path with caused any sort of debris or liquid from the train to flow into the creek there would be no way of stopping it from entering the Grand River. The contaminating could be felt in Cambridge, Paris and Brantford depending on what it was.</p> <p>2) Leisure activities - This is a very well used path, from jogging groups, walking groups, bike riders to people walking their dogs this is a very well-travelled path. At any time someone is making their way down this path, often to access the downtown core area. The city has just put up marker signs showing distance to downtown and the mall so they are well aware that this path is used by people. By having the train on this path you are taking this serene area away from many who enjoy using it. When the train tracks were removed years ago someone had the fabulous idea to turn it into a positive asset to the city by making it a path, now we are moving backwards.</p> <p>3) Quality of life: The people who live on the street have the right to live in an environment that is secure and peaceful. If the train is to go down the path you would have to widen the path and since there is a large embankment you would have to infringe on people's yards. The noise from the train would be disturbing in the back yard, when people moved into this street they did not have a train behind them and should not have one forced on them. If you move into a home that has an active track behind you that is a conscious decision that you make but this is not the case with what is being proposed. How would any of you like to trade in the view of trees and the creek that you chose when you moved in to the view of the LRT running behind your house. Many of these houses have children, if a child is playing in their backyard they should have the ability to retrieve a ball or kite that went over the fence without fear of a train coming down the path. If you have not walked the path I would say that you should. Come for a walk, start downtown behind First United Street, stroll up and go into the park you will see what a vibrant and wonderful spot this is. We should be trying to save such places not destroy their essence. Beverly Street itself could be utilized for the LRT if you reduced it to one lane the other could be used for the LRT. I know that many say the street is busy and this would create traffic flow issues but there are many other streets that could take the traffic in the other direction. Cities make these types of changes all the time and people get used to it. By looking at using the street itself you save the path and the park</p>
E158	It will displace a lot of people's homes and the natural area. It could also turn the quiet area in south Preston into a busy and loud place. Reroute through the industrial parks (maple grove/ bishop etc.)
E159	Preston is in the middle of a ton of construction by Fountain & King right now. Not only would this route add even more construction to the area, but now it'll be taking peoples' homes away from them to make way for trains. There is a fine line here and I'm not sure what the best route is to avoid wreaking havoc with local residents to get this project done. As for running down Hespeler Rd, it's already pretty busy and during rush hour it's pretty much bumper to bumper between all the traffic lights already there. I can only imagine the chaos that will ensue during both the construction phase and afterward when there are trains in addition to traffic running together on that road. Be prepared for possible collisions between trains and cars as this area is pretty bad for that already with how impatient people are.

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E160	Huge effect on people's lives and property value, It looks over complicated and over engineered.
E161	Not destroying people's homes and lives that's the real challenge here with the LRT.
E162	Going through the historic neighbourhood of Preston. The increased construction, noise and traffic around Shantz hill and eagle st.
E163	<p>This plan does not reflect the Ion Schematic Map that the public was previously shown which I still have. The map I have shows the ION route running parallel to Fairway Rd. connecting to an area east of Highway 8. To divert the ION route the proposed River Road Extension is in my view, ridiculous. This corridor has been referred to in many previous planning studies going back to the 1981 River Road Extension and Feasibility Study, the 1989 Wabanaki Drive Extension, the 2000 King Street East Improvements and the 2001 Block Line Environmental Study Review. They designed this road extension to provide relief from capacity constrained intersections in the area and alleviate growing traffic congestion on Fairway Road. The study area encompasses the ESPA 27 and an identified Provincially Significant Wetland (PSW). The project began in 1981 and I've been participating with this public process now for over 10 years and have observed the price of this proposed road extension rise from 21 million in 2007 to 72 million in 2013. It's not getting cheaper. To suggest that we can simply reduce the River Road overpass from 4 lanes to two, in order to accommodate ION, negates the intended function of the bridge. If two lanes were sufficient by design, what public benefit was there for Regional staff to promote a plan for over 20 years that basically doubled capacity and added millions to the baseline costs?</p>
E164	There is no land or access here for a combined Park and Ride GO station. Metrolinx wants a terminal at Franklin, where there is land for Park and Ride, and Cambridge may want the Multiplex there too, midway up the city bypass, because it has the cleanest soil and air, and easiest access for residents. We should plan to add one more stop after Downtown, and go there, too.
E165	Maintaining the historic integrity of the proposed Eagle St. Section. Also <i>[comment not completed]</i>
E166	Omitting conestogo college, boxwood/speedville area a big mistake. Also proposed route thru eagle/Moore catastrophic to homeowners in this heritage residential area.
E167	<p>The effects it will have on Moore/Eagle and the surrounding neighbourhood. Imperative that heritage impact assessments are completed and mitigation is taken where possible. Needs to enhance the neighbourhood and the surrounding streetscape rather than taking away from it. Plant trees, landscape and mitigate the effects where possible - the neighbourhood is mature and the construction that occurs should, when complete, blend in and compliment the existing feel. The walking trail along the river should not be blocked by the bridge - needs to be taken into consideration. Although this neighbourhood will be the most impacted before/during construction, residents must also realize that they will also benefit significantly when all is done.</p>
E168	Legal challenges by property and business owners that will delay and hopefully stop this preferred route
E169	I don't like the 5 meter elevation at the bottom of Shantz Hill. Also, I don't have any indication of HOW my property will be impacted. I can't seem to get any specifics on that.
E170	Traffic congestion along King Street at Fountain. It already gets held up a lot during rush hour when crossing Fountain into Cambridge. As well, it negatively affects residential neighbourhoods and home owners would be displaced.
E171	The route should follow the existing train tracks with a stop at Fountain close to Toyota, where a shuttle bus could take workers to the Industrial park, and in doing so take some traffic off the roads, and not cause a bottle neck on King St. like it does on King St between Waterloo and Kitchener.
E172	The biggest challenge I foresee is getting the land to build on for the LRT.

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E173	The route should be down Maplegrove where the future of Cambridge is and will be...there is also space on the road there...closer to airport. Closer to businesses. People will NO LOSE their homes. Streets will not be narrow to drive down. Wetland & river will not be DESTROYED. The trail will not BE DESTROYED.
E174	The Shantz Hill / King St intersections. Despite a significant growth in the city's population and the Maple Grove Rd area industrial area, these intersections are mainly unchanged and are a major bottleneck for existing traffic with the additional note to; " Stay away during Toyota shift changes." The present changes by the region will not be effective due to the area's lack of space and its geography. The addition of LRT will lead to further gridlock on a major artery into the city.
E175	Other challenges with Hespeler road: - Too busy - Major thoroughfare for CARS not people - Most people use their cars to get around on Hespeler - The traffic impact would be far too severe on Hespeler road.
E176	Need to make sure access between Norfolk and Dundas is there still.
E177	Access to Preston
E178	The corner by Shantz Hill/Eagle is very pedestrian unfriendly
E179	Needs more emphasis on usability (Ridership). See general note below. Specifically, based on the information provided, I would definitely choose "F1" over "F2a" and would probably choose "K1+N1" over "K2+N3".
E180	Shantz Hill & coming in to Preston & maybe coming into the Galt downtown (Ainslie St.)
E181	Shantz Hill may be a bit steep for the vehicles.
E182	The time frame of this second phase (no end date known as of yet) most likely will result in years of legal challenges. The cost of litigation will be enormous and budgets will be impacted!
E183	Increased travel time. The tradeoff between the increased connection to businesses and the travel time is hard. Voting selfishly, I'd prefer K1+N1 because I'm more likely to go to things in Cambridge with the shorter travel time.
E184	Why put the region into deeper debt by building yet more of this completely unnecessary, wasteful catastrophe. Finish what has already been started, see if it really does help businesses before beginning the next phase. When they find out it doesn't work, they might actually have the common sense to scrap further waste of money and switch back to better buses which was all that was needed in the first place. To this point however Regional council members have not shown a great lack of common sense and in some cases have actually gone back on their promise to vote against this project. Can they really be trusted to guide the future of the Region?
E185	Shantz Hill in Preston would be quite the engineering challenge. Expropriation of the land to accomplish that will also be difficult and expensive. Many businesses and residences will be affected. How will the wetlands along the Speed River be effected? Environmentalists may not like that.
E186	Currently it does not have access to the newly built industrial areas of Townline/Pinebush/Franklin, Shantz Hill and the Preston area present a number of issues such as boggy areas at Moore/Eagle and the river, taking downs homes or severely inconveniencing the people who live there with noise/train crossing, there is a beautiful walking trail along the river that will now be inaccessible. Beverly Street is very narrow so you will likely be taking down some low income housing in the core which will displace people who rely on core services in the downtown area.
E187	The route as it crosses the Speed after Shantz Hill is primarily in floodplain. It also would cross a greenbelt, which the Ontario and Federal Governments want kept as much as possible, as we are using up all of our green spaces...This area also features many types of birds and deer and wildlife can be seen in the back yards of the homes along the Speed, that this rail line would have to cross....the bridge would have to be quite long to cover this span and would cause

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	<p>damage to the environment of the river bed. Too many old residential homes would be impacted by this route.. the streets are narrow and do not lend themselves to any more congestion. Eagle Street both North and South sides are used by school bus routes and would be affected. We have traffic congestion daily on the Eagle, King Fountain, Shantz Hill area are you would only add to this problem with a train and the narrow streets...Eagle is also used as a bypass route when the 401 is congested which is usually daily.</p>
E188	<p>How do they plan on building a track system along Eagle St. considering it is only two lanes wide, no room even for parking along Eagle St. There is not even sidewalks on the South side of Eagle St. How much land is going to have to be expropriated from the residence along that part of the route and at what costs.</p>
E189	<p>a lot of traffic</p>
E190	<p>The route along King Street and Sportsworld will impede the commuter traffic from the west of Kitchener, along the 401.</p>
E191	<p>Cost shouldn't necessarily determine the route. WE want the route that is best. the ION will be here for a long time so don't alter the best route to save a few dollars.</p>
E192	<p>Very disappointed with the lack of approved stop at Freeport Hospital - this is not acceptable! No excuses for this!</p>
E193	<p>The routing up Highway 24 and across Eagle is not very direct, and the residential density doesn't seem (to me) to be very high along that stretch. A more-direct route that hits more housing and to me seems to have a higher potential for intensification would be along highway 8 through Preston.</p>
E194	<p>Finding ways to be travel-time competitive. The dodge around Ainslie between the terminal and the Delta, the fact that we are looking up Hespeler and not going straight between Preston and the Delta, and the fact that phase 1 has shown incredibly slow operation speeds, while we are effectively competing with 80kph traffic for a large portion of the route (Hespeler Road), all these factors make ION phase 2 less compelling as a route. I am also concerned that so much of the reasoning behind going into Preston is around intensification, including lack of Preston intensification being a knock against alternate routes, yet we do not hear of local buy-in. Unless the region can get local council/public support for intensification (buildings of 6+ storeys, ideally more), then the entirety of the reasoning for Preston getting a stop is defunct. I am disappointed in the south end dodge, for how it hides ION from one of the most important cores in Cambridge. Similar to the Preston stop, Ainslie makes sense when viewed as a hub for intensification and urban renewal, but the all-but-complete opposition to the Gaslight proposal makes me wonder if Galt is open to intensification required to get closer to the 200+ jobs+residents/ha that UpTown and Downtown have and are building on to support ION. I am concerned that Cambridge as a whole has not shown much receptiveness to the main reasons you build LRT (or get GO service): compact, intensified development. The only support seems to come for it occurring on Hespeler road, where nobody currently lives. Anywhere that has residents has seemed opposed to having any more people/jobs near them, and that is the antithesis of deserving transit, and the biggest reason that phase 2 would need to answer in order to be justified, especially with the focus of those like Galloway and others on LRT primarily as a land use planning tool. If we are not making phase 2 look competitive as a transportation tool, and we are paying more than a billion dollars to build a line for which most stops seem to not want any change in their land use, why build it at all? I say this as a decade-long advocate of LRT in our region, who wants to see LRT in Cambridge succeed, and in order to do that we need a route that makes transit compelling in Cambridge, and a route that makes transit-oriented development possible in Cambridge, and I am not convinced that regional council and staff has fully shown either of these to be true, when we need both to be unquestionably true in the minds of the residents of Cambridge.</p>
E195	<p>new bridge over river near preston? will that have pedestrian/bike traffic?</p>

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E196	- zones between fairway and sportsworld, and sportsworld and Preston are large
E197	property impact
E198	The Preston neighbourhood is very residential and may not appreciate all the development that will come with an LRT station. However, personally I kinda like having residential areas with LRT access though.
E199	Need more stops. Right at the bottom of Shantz Hill because of future potential development.
E200	Why would you send the lrt down Shantz hill where there is already too much traffic congestion. Why send it through Preston and destroy many houses when no one will use it?
E201	Why did it not continue straight down coronation to connect to Cambridge's hospital? - further coming into downtown Galt by the "rear" is very strange and cumbersome. Historic cores in Europe including places like beautiful Prague have street cars woven through historic buildings why can't we do it here?
E202	downtime during construction
E203	Having the train run through the heavily residential area of Preston, along Eagle St. in particular, will be a serious pain point for most residence that live in the area.
E204	Doesn't look like the most direct route to downtown Galt.
E205	That there would be multiple families displaced, property values for the people who have worked hard for all they have will have a significantly negative impact. Crossing over a very popular walking trail and green space (The Bob McMullen trail). There are better routes very close to the preferred route that would not affect the residential population in this area.
E206	If there is not going to be a stop at Freeport then why not run the route along the existing train line into sports world? Seamless connectivity at Sportsworld with other transit modes. Seamless connectivity with other transits modes at Cambridge Centre Mall. Seamless connectivity with potential GO
E207	A lot of Eagle St is a two lane residential road with a sidewalk on only one side. Can see a lot of challenges regarding safety during and after construction - water supply safety, crossing the street, access to home for residents, access for emergency vehicles, etc. How close will the train/traffic be to the houses when this is finished?
E208	none
E209	Traffic
E210	It doesn't connect with any part of Cambridge north of the 401, which is already a real challenge for pedestrians or cyclists. Direct and regular bus connections will be needed to make transit service convenient for those in Hespeler and encourage use. U-Turns on Hespeler will likely have to stop to reduce cars driving over and stopping on the tracks, slowing down the trains. There seem to be lots of accidents at intersections along Hespeler Rd so hopefully that won't impact schedules too much. CanAmara seems a strange place for a stop - what's there but an old run down flea market?
E211	Hespeler is completely ignored - there is no safe way for pedestrians to get from Hespeler to any stop (walk/bike). The Pinebush stop has even moved further south, away from Hespeler and Smart Centres.
E212	The width of roadway, impacting trucks and buses.
E213	Hespeler Road is littered with excessive traffic lights and intersections - a route with less stop/go would be faster, industrial road beside Hespeler road for instance - alternatively, co-ordination of stop lights to anticipate the approaching LRT trains.
E214	Impacts to people's homes, and during construction these routes (specifically Eagle/Pinebush) can be very congested during peak times.

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E215	Both Freeport and Cambridge Memorial hospitals need connection to the LRT, as it is with Grand River's Kitchener location. For this to happen, the route must change in Cambridge, and a station stop must be added on the Freeport hill.
E216	Lack of proper judgement.
E217	Access from Preston to the LRT
E218	Doesn't provide direct access to downtown Preston or to Hespeler ... vitalization of both might be accelerated by such access. Extending to Westgate Plaza would provide direct and better access to West Galt.
E219	It will be a challenge to convince people to use lrt in these areas because it is mostly commuters heading to the 401. Losing two lanes of traffic will be difficult and make the drive on Hespeler much worse than it already is
E220	Traffic through that corridor during rush hour is insane. Cambridge has little routes into town as it is and putting a train down one of the major ones seems ridiculous.
E221	As this will take so long, hopefully Ken Seiling will be dead and gone, who will push this white elephant through with him gone? Is there something in his will designating his alternate screw of the taxpayer?
E223	Business areas of downtown Preston and downtown Hespeler are bypassed. Also, HWY 24/ Hespeler Road will be devastated by the construction as were Kitchener and Waterloo. Hope you have already checked for corduroy roads and gas and electric mains so that it can proceed efficiently.
E224	Preston/Shantz hill and Eagle sections. Limited space on roads
E225	It looks fine to me.
E226	1. Funding. 2) crossing Fairway Rd and Hwy 7, 3) traffic impacts on King Street and Hespeler Rd.
E227	What's estimated speed? Seems like a lot of mixed traffic that could slow down the train.
E228	Construction could make getting around difficult, but hard to avoid that.
E229	If it goes anywhere NEAR the delta, there will be problems, likely fatalities. The planned route near Shantz hill will cause nothing but problems unless all motor traffic through there is stopped (I do not suggest this)
E230	Misses the airport totally, so it doesn't help people get to the airport. It is also reproducing a car-centric world, instead of being really trans-formative with transit-oriented-development. It will be a really, really long journey from up at the Conestoga mall to downtown Cambridge. It doesn't plan for a more intensive community oriented development of the future. It also misses Conestoga College, Cambridge Memorial Hospital, and Greyhound.
E231	I am concerned that downtown Preston is too far to the east of the Preston stop, but that is still not a huge problem. I could see a future expansion that would connect Delta and Preston stations via Coronation Blvd and King St. This would have the advantage of being able to get people to the Cambridge Memorial Hospital via LRT. I would also like to see a stop at Freeport hospital. Neither of these is currently easy to get to via transit.
E232	Traffic congestion near Sportsworld with existing transportation
E233	It looks like it will take a long time, a lot of potential property impact. Construction will impact traffic down one of the main roads in Cambridge and motorists will be very upset. Eagle Street doesn't have a lot of room for expansion either because of the existing businesses, and currently the road is only one lane in either direction; that's one of two major ways to get into Preston currently so there will be a lot of push back.
E234	It can not pick up passengers along Water Street where 2 large condominiums are located.

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
E235	Lengthy construction on Hespeler may gridlock the city and be difficult for business in the short term especially an already struggling mall.
E236	the route from Ainslie up to Preston is circuitous. Will present motorists perceive this as a slower route than driving? People living in Hespeler and especially west Galt cannot use this route. It does not go to Conestoga College.
E237	People getting on and off the Train. It is Not designed for All.
E238	Omg, I cannot even fathom how this construction on 24 will get done without major issues! And remember, much like the construction in KW, it will be delayed and delayed and delayed
E239	Shantz hill. steep grade so additional costs and maintenance especially in winter months
E240	I think we are missing an opportunity to service employment lands in Boxwood. I think the Eagle street stops will be widely under-utilized. It is difficult to forecast where future transit hubs would be best located when there is little regional consideration for a GO connection in Cambridge - seems to be entirely focused on Kitchener despite the number of commuters in Cambridge and the fact that Kitchener folks currently drive by Cambridge to Toronto anyway.
E241	Appear to be a number of potential property impacts.
E242	Lack of access for many people
E243	- In some locations it runs very close to the river, which means it will impact environmentally sensitive areas, which are now starting to recover. eg. eagles, ospreys, rare etc. - There is NO stop at Freeport, which is a major location. Surely there must <i>[comment not completed]</i>
E244	King and Eagle. Haven't we lived through enough already?
E245	Major impact on traffic during construction.
E246	The property impacts down Eagle and Hespeler
E247	Traffic will be horrendous and possibly make things worse after the lrt is put in.
E248	Confusion traffic tie ups
E249	Eagle Street still has a large number of property impacts along its entire length associated with road widenings and the CP grade separation; about 3km from Moore St to the rail spur. While Hespeler Road is not technically challenging, continued heavy truck traffic will be a challenge for intensification at least until the East Boundary Road is completed. Even after the East Boundary Road is completed, Hespeler road might still resemble Hurontario St through Mississauga; dense but un-walkable.
E250	Following Eagle st I see as a big problem. Maybe follow Maple Grove or the 401 instead of going south and coming along Eagle. By coming east parallel to the 401 the LRT could go into the shopping area to join up with the GO buses there and access shopping safer then walking from the Pinebush corner. Also having a stop in the shopping area may provide a parking area for those that want to park and ride from there to Waterloo. Bring the line then south on Industrial to the Cambridge Center, that way you keep the LRT off of Hespeler Road. Not sure the Station is needed at Conestoga Parkway / YMCA unless that's where the new sports complex is going to go?
E251	Impacted properties include ones belonging to my neighbours and me, who are all long-time residents.
E252	I am sure the stretch along Eagle Street will be difficult to build due to the constricted nature of that area but it is logical to bring the line close to the Preston part of Cambridge as well.
E253	Poor connection to Conestoga College. (Haven't found how this is being addressed.)
E254	Building any new bridges and expropriating land.
E255	Sportsworld routing on King is not near GO, GRT, Greyhound hub. Also walkability of

**TABLE E2**

Comment No.	What challenges do you see with the Preliminary Preferred Route?
	<p>Sportsworld station is low. Crossing Speed River at Shantz Hill and using Eagle (or other road) on West side of King St will be difficult with narrow roads, close houses, and sensitive river bank area. Hespeler Road routing has few stops in a mostly poor walkability area. Use of these stops (with exception of the Cambridge Centre) will likely be low as they are not next to destination points, residences, or walkable neighbourhoods. Eagle Street stretch is also a long disruptive route with no service to the neighbourhoods it goes through. Seem like a waste just to get to questionable routing on Hespeler.</p>
E256	<p>low residential density along Hespeler road, the Delta seems like a challenging intersection.</p>
E257	<p>Not many residents from Grand river to Sportsworld. No coverage for both Conestoga colleges</p>
E258	<p>A lot of property impact. Totally bypasses Conestoga College. Bypasses the core of Preston.</p>
E259	<p>i wish it went through riverside park like original planning, it needs an additional stop at eagle street/ concession.</p>

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
E1	I think that it does not go by the hospital should be addressed. Perhaps there should be a hospital loop. Additionally planners should consider building the new sports complex on the route as well.
E2	More use of abandoned trackage needs to be considered instead of demolition of residential properties.
E3	I found your Public Consultation No. 2 process in Cambridge to be un-transparent. A lot of the public suggestions, recommendations, positive and negative feedback and answers by the consultants were not heard by everyone that attended. Many people that attended heard only some of the questions and answers, but not all of them. If the consultation committee would have allowed a public question and answer form that all could hear, than more of the public would be made aware of unperceived situations that may relate to them. An open hall meeting allowing the public to ask their related questions and allowing others to hear the consultant answers could generate improved additional solutions and understanding. Some of the public may have not realized that these questions do relate to them, without hearing that question or answer. To best serve the public, I believe Cambridge needs an open hall meeting so that all concerns, suggestions, recommended improvements could be shared, as this may aid another person that is not even aware of the various matters related to the suggested preferred Stage 2 ION route. Cambridge citizens deserve an open transparent opportunity, to share their ideas and come up with the best Stage 2 ION route for Cambridge. The Project Team and Committee had several years to develop this plan, but have only given the residents of Cambridge several weeks to digest their proposal, out of respect for the citizens of Cambridge please allow us the opportunity to be heard. Thank you!
E4	Nothing new. The same concerns exist from the onset of the entire project.
E5	Stage 2 ION route can be modified to avoid Eagle Street South and Moore Street: a) Proceed from Fairview Mall to the Sportsworld area. b) At the intersection of Maple Grove Road and King Street, go along Maple Grove Road to Speedsville Road. c) At the intersection of Speedsville Road and Eagle Street, pass Eagle Street. d) Follow Concession Road. e) Veer right to the old railway tracks straight to the Delta area and then onto Ainslie. f) From Ainslie, go to Cambridge Centre Mall and Hespeler Road. g) Turn left to Eagle Street North. h) At the intersection of Eagle Street North and Speedsville Road, turn right onto Speedsville Road. i) Turn left to Maple Grove Road back to Fairview Mall. Stop on Dolph Street or Bishop Street can be used to service Preston Towne Centre. Stop can be added to service Cambridge Memorial Hospital. Tracks for Fairview-bound train and Ainslie-bound train can run parallel at Speedsville Road. Stop can be placed where the tracks are parallel at the Speedsville and Eagle Street intersection. Passengers can switch between Fairview-bound train and Ainslie-bound train at the Speedsville and Eagle Street intersection. Following issues with Preliminary Preferred Route should be considered: 1. Extensive partial and complete property expropriation in Preston, particularly along Eagle Street South and Moore Street. 2. Decrease in property values along Eagle Street South and Moore Street, particularly for retirees who may wish to relocate. 3. Inability to sell properties along Eagle Street South and Moore Street, particularly for retirees who may wish to relocate. 4. Negative impact on the cultural heritage of Eagle Street South and Moore Street. 5. Extensive construction in Preston. 6. Traffic disruption/congestion in Preston. 7. High cost of elevation around Shantz Hill Road and Eagle Street North. 8. Negative environmental impact around Shantz Hill Road. 9. Negative visual impact of elevation around Shantz Hill Road and Eagle Street North. 10. Lack of a stop at Cambridge Memorial Hospital. 11. Lack of a stop in Cambridge Industrial/Business Park area near Maple Grove Road. 12. Negative personal/financial/emotional/psychological impact on residents along Eagle Street South and Moore Street. 13. Lack of a stop at Conestoga College. Preliminary Preferred Route negatively impacts property values/resale, cultural heritage, and traffic on/around Eagle Street South and Moore Street. Property owners along Eagle Street South and Moore Street should be offered the option to sell even if only partial property expropriation is required.
E6	Cambridge isn't Kitchener/Waterloo. Their retail is heavily concentrated in the Hespeler area. If construction of LRT happens in Hespeler, it could crush Cambridge economically. Will LRT

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	construction happen on hespeler?
E7	- How to force the hand of local politicians who will oppose any changes to zoning. - Difference in likelihood of ridership along Hespeler Rd vs King - Coronation - Dundas corridor
E8	Based on the criteria as laid out in the Public Information Package, it appears that the K2 & N2 route actually has the most potential for future expansion and ridership. It is the route that has the least impact in the areas of social/cultural environment and natural environment. This route has the greater number of stops serving Sportsworld Crossing and a very large industrial area. The area serviced by this potential LRT line includes major local employers such as Toyota and Loblaws along Maple Grove as well the primary retail areas along Hespeler Rd., providing key destinations for potential ridership. There continues to be development, both residential and commercial, in this area that can built up incorporating the LRT. The route down Speedsville Rd would allow for a possible additional stop at the back end of Riverside Park a popular location for local festivals. The properties along Speedsville Rd are set further back from the road than those on Eagle and Moore streets. Although their setback may be affected, the homes that people live in will not be.
E9	Manufacturing sections, all get off at a certain time say 3-4pm. Then you have a lot of your other traffic getting off between 4-6pm. It is going to cause traffic back ups for long periods. The area you are looking at doing between Fairway -Sportsworld are exits off HWY 8. How will this be effected? This will again back up traffic. I hope the city can handle the amount of closures. It really effected Northfield and King Street in Waterloo.
E10	There are several traffic improvements under construction currently in Preston, and I am wondering how the LRT will positively or negatively impact these developments in the future.
E11	Why don't the explanatory materials explain why Freeport Hospital isn't a stop? One of the evaluation criteria is "How many hospitals, schools or other institutional uses are there within 800 m of the stops?" As a resident of Waterloo, I would use that stop, primarily as access to Grand River green space.
E12	what is current GRT ridership in this area? Even if this route could be built for free and overnight, who would be on these trains?? Would revenue be close to the costs of maintaining tracks, overhead wires, drivers, agents, cleaning staff, etc,etc, What about safety of foot traffic specifically around Eagle Street to access PHS?, Why has Cambridge Memorial Hospital expansion and nearby offices and clinics been totally left out?. Traffic congestion, parking, and access for patients visitors and staff have not been given any thought
E15	Hespeler Rd. Is a nightmare
E16	Memories, happiness, a place where people feel safe. You're going to rip that away from them. You should consider the fact that there will be a very large amount of people in Preston who will no longer be proud to call Cambridge their home. They already feel attacked and betrayed about the city coming in and threatening to take what is so important to them. As members of my family are facing losing their beautiful 90+ year old home to this train, I am in disbelief that my city would do this. I thought that I would raise a family here. Now myself and others are feeling that we cannot wait to get out.
E17	is there parking available at the stops?
E18	Use the current route of the Mill Creek trail instead of Beverly street into Downtown Cambridge and move the trail to the other side of Mill Creek.
E19	It's important that the Galt terminus remain in the centre of Galt. If a GO station ends up being built at, say, Dundas Street, then by all means have a stop there, but the trams should nevertheless continue to Ainslie Street. The section of Eagle Street west of King Street is drastically less busy than most of the roads on which track is being built. I think trams could reasonably operated in mixed traffic there, without any loss of reliability, significantly reducing disruption through the residential neighbourhood.
E20	The LRT is a people mover. The route to Cambridge should do from Fairview Park Mall down Wilson, Wabanki, Manitou, Homer Watson and by both College Campuses and then into Preston. That route were serve many more people then the current preferred route. How many people in the Sportsworld area will use the LRT? I don't think many people from Deer Ridge or

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	shoppers at Costco would use the train. The shopping at Crossroads has not been very popular as is evidenced by the fact that it has not been completed.
E21	Existing Preston businesses will not likely survive the construction. The current construction along Shantz Hill/Fountain Street/King St. E., was undertaken at the same time Bishop Street was torn up between Hespeler Rd & King St. E. in 2016. These two construction projects effectively closed off the most direct routes into Preston from the North, West and East directions. Downtown Preston is slated for streetscaping beginning in 2019. We will barely be finished with the Shantz Hill construction, to be "streetscaping" and then hit again with more construction for the ION.
E22	I'm torn about downtown Galt. Would be nice to have some closer access to downtown as a 'destination' but also don't want to mess up the historic look and feel with the train..... is it possible to get a stop closer than the terminal?
E23	Use existing rail lines to move the ION along.
E24	Bringing the LRT right through a heritage subdivision, hurts the people and the community. I understand the need for progress but it shouldn't come at the cost of century homes, churches and businesses. Moore Street and all of Eagle Street are very small and this would result in the expropriating of a lot of people's homes. From what I have heard and read majority of Cambridge do not want or require the LRT. Also the route misses the key places that an LRT might be useful such as Conestoga College and the Toyota plant. King / Foundation / Eagle is already a very congested area for drivers and more effort should go into fixing the roads for drivers rather than bringing an LRT in as most of the drivers are heading on and off the highway and not travelling to Waterloo. Also in the PCC Package listed as a positive the K2+N3 is listed is that is the less expensive then the K2+N2 but in a positive for the K1+N1 is that is the LEAST EXPENSIVE route overall. So it seems like some of the facts are unclear or swayed to look better than they are.
E25	Have we considered that if we put an LRT stop at water and the rail overpass, that they might follow with the GO station?
E27	-Wish you would consider using Coronation St. (instead of Hespeler Road/24) and run through downtown Preston toward the Delta. Coronation is wide and could have a stop at the hospital. - Should go back to reconsidering using the rail line between Freepo <i>[comment not completed]</i>
E28	I think another Stop should be added mid-block in between the Pinebush Stop and the Cambridge Centre to further push Development all along Hespeler Road. I think alternative locations for the GO Station should be looked at (especially the Malcolm Street old station) Maybe an elevated Station that would take it above the tracks so no property/many buildings would need to be taken down. We could do something really nice with that.
E30	The impact it will have on the established community will be detrimental. Could uninhabited land not be used along the river? It seems like a very disruptive path for what is only one stop (Preston), whereas if you put a stop on Concession Road, just south of the river you can still maintain a similar trajectory, but disrupt many fewer families.
E31	Consider the new subdivision development on maple grove
E32	It misses Conestoga College. Ridership would be higher with college traffic
E33	I encourage the region and cities to get ahead of the community change and upset coming with this proposed LRT route. This is a transformation for Cambridge I suspect most people aren't prepared for. Change is hard. Political and planning outreach to citizens is critical from the start, not as an afterthought when tracks are under construction and buildings are falling. Specifically, it will be challenging to wiggle LRT tracks through the Eagle-King-Fountain-Shantz Hill corridor, while managing the redevelopment pressure trains will bring to one of the oldest crossroads in Waterloo Region. How will heritage building impacts be managed? Eagle Street LRT routing will also spawn deep community angst, because it will deeply upset that long-established, stable community. Open and frank neighbourhood discussions with residents must continue through the LRT planning and construction process. Is there any consideration other, future, LRT branch lines in Cambridge? Perhaps running along King Street (past the expanded hospital), between Shantz Hill station and the Delta area station? A loop across Maple Grove/Fisher Mills into

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	Hespeler village and back to Pinebush? Any approved LRT route from Kitchener into and through Cambridge should look forward to keeping expansion options open.
E34	Why don't you use the existing railway track from Shantz Hill, behind the Delta, down to Beverly St?
E35	who is even going to use the LRT? what is its purpose in cambridge? Show a study that reveals that there is even a demand for this.. i've worked in Cambridge for 18 years and lived in Kitchener for 50 years.. most Cambridge people don't go to kitchener and visa versa. most of the route doesn't even pass very populated areas so what people are you planning on moving with this?
E36	Doesn't really fall into the category of "new issue" but I think this process needs to be slowed down somewhat and a better overall picture needs to be developed before people living outside the community tell those of us living, working and commuting the area on daily basis what the "preferred route" is. I am not convinced the current choice affecting (on some level yet to be determined) 100+ properties is the best alternative. Give the people affected all of the information and then let them form and share their thoughts. At this point the procedure does not seem to have the level of transparency that I would consider even remotely fair.
E37	I proposed that Cambridge doesn't need a LRT train as the people in the community don't even ride the local GRT transit. It's not NEEDED.
E38	Everyone is always worried about the Environmental impact. What about the Human impact this route is on. You are upsetting so many people that have lived in Preston for years and in some cases a couple of generation. You should worry about the mass exodus that your plan will create. I love the small town feel of Preston and have lived here all my life. If this plan goes through, I will be selling my house and moving out of Cambridge completely. No one has considered what type of "impact" this plan will have on the entire population of Preston. Bad idea all around.
E39	As above: - good new bus routes and service, - Sportsworld bus hub moved close to LRT, - stops added at Freeport and Speedsville, - working closely with affected residents. Even with ALL THIS POTENTIAL, making a business case for it to upper levels of gov't will be a challenge! We must be prepared that we could be waiting a long time, and we may be paying a larger share of it ourselves than we had hoped. Very good plans.
E40	Another comment I would provide is to avoid using Beverly Street as the route and instead continue the LRT route along the abandoned rail corridor adjacent to Mill Creek. Slightly faster travel times, a more stream-lined alignment, fewer property impacts and fewer utility relocations might be possible by using the rail abandoned rail corridor instead of using Beverly Street itself. In addition to the stations shown I would also suggest the addition of a few other stations along the route at the following locations: 1) King & River or Freeport Hospital - This neighbourhood, although already built up, could benefit from LRT service if the preferred alignment is chosen. Ridership could be gained from the close access to the Chicopee Ski Hill, Chicopee Tube Park and Freeport Health Centre. The area does have a lot of higher-density development and some redevelopment possibilities that would support an LRT station in this area, and River Road/Bleams Road could provide a cross-town bus connection to a station in this location. 2) Highway 401 & Preston Heights Area - There is an opportunity to provide service to the growing Preston Heights neighbourhood with a stop in the vicinity of Highway 401 or Preston Parkway. A station location adjacent to Highway 401 would also provide an opportunity to act as a combined Park N Ride, Bus Terminal, Carpool Lot and LRT Station without having to encroach on the commercial development around Sportsworld itself (although the plans will have to be incorporated into the 401/8 Interchange redesign). I would provide this station in addition to the proposed station at Sportsworld Crossing/Deer Ridge Centre. 3) Eagle & Speedsville/Concession - Speedsville/Concession would provide a good opportunity to connect to a north-south bus service that would link to the Cambridge Business Park, the new residential developments south of Maple Grove/west of Speedsville as well as the immediately surrounding neighbourhoods. Being that the LRT will have a major impact on this corridor, an LRT station here might also help spur redevelopment along Eagle Street that would offset the initial property impacts. 4) Intersection of Dundas/Beverly - A station in this location would be a major benefit

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	<p>this area which has several brownfield sites in need of redevelopment. The station could be located on the abandoned railway corridor between the intersection of Beverly/Dundas and the CP Railway. There is also the obvious opportunity for a GO Transit connection at this location and high-quality pedestrian facilities/links along the LRT between Dundas/Beverley, the GO Station/CP Railway and Samuelson Street could be provided. Depending on the ultimate design of an intermodal transit hub in this location, a new GO Station might also provide the opportunity to replace the narrow Beverly Street/CP Rail underpass. 5) Downtown Cambridge/Galt City Centre Area - I would like to suggest a possible alternate plan for Downtown Cambridge that might provide some addition benefits to the area. I would like to suggest that the alignment of the LRT continue from the abandoned railway corridor along Mill Creek to the intersection of Main/Wellington, from there continue along the west side of Wellington to Bruce Street then turn west along the north side of Bruce Street to terminate at Water Street. Stations would be provided along the abandoned rail corridor on the northeast corner of Wellington/Main and a terminal station along Bruce Street between Water and Ainslie (or if there is not enough room, the alignment could turn south along Water Street and a station be provided parallel to the Grand River). Under this proposal the existing Ainslie Street Transit Terminal would be decommissioned and the site could be released for redevelopment. The station at Main Street would provide service to the most central areas of Galt including the Main Street and Dickson Street corridor along with Cambridge City Hall and Main Street itself could support cross-town bus connections linking both sides of the Grand River. The terminal station at Bruce/Water is in very close proximity to the planned pedestrian bridge over the Grand River and would support the Gaslight District redevelopment of the Southworks Outlet Mall on the west side of the Grand River. In addition, the terminal station would support north-south bus connections along Water and Ainslie Streets as well as east-west connections along Concession/Cedar.</p>
E41	<p>Why avoid service to Cambridge hospital? There will be considerable disruption to traffic on Hespeler Road. Going through Preston will be the first historic, established pure residential area. Look at options to preserve the neighbourhood and community. Perhaps make it a dedicated transit route and close off sections of roads to vehicle traffic so you can preserve the nature, trees and feel of the community. Don't bulldoze the character out of Preston. Don't destroy the charm of this community.</p>
E42	<p>An alternate route should be considered for several reasons: 1) The part of the route going down Shantz Hill to cross the Speed river and Fountain Street will be quite costly. 2) This part of the route will impact the flood basin too much. 3) Passing through the narrow sections of Eagle Street all the way to the Speedsville Road and Eagle Street intersection will affect too many residential homes in an established neighbourhood. 4) The current route will also aggravate the already congested traffic at the King Street intersection. 5) There is no stop at Cambridge Memorial Hospital. 6) The construction to go over the CP rail on Eagle Street will be costly. 7) The industrial area along Maple Grove Road and Speedsville Road is bypassed, and workers in this area should have a stop. i.e. The part of the route from Fairview Mall to the Sportsworld area is ok. However, at the intersection of Maple Grove Road and King Street, it would be preferable for the route to go along Maple Grove Road to Speedsville Road and then for the route to be modified going into Preston. At the intersection of Speedsville Road and Eagle Street, the tracks should split into two routes: 1) The first route should pass Eagle Street, follow Concession Road, veer right to the old railway tracks straight to the Delta area and then onto Ainslie. This route would allow for a stop either at Dolph Street or Bishop Street to service the Preston core and another stop to service Cambridge Memorial Hospital. 2) The second "return" route from Ainslie goes along the Preferred Preliminary Route when passing Cambridge Centre Mall and Hespeler Road and then turning left to Eagle Street North. However, at the intersection of Eagle Street North and Speedsville Road, the route should be modified to turn right onto Speedsville Road and to turn left to Maple Grove Road back to Fairview Mall. i.e. This "return" route merges with the first route (so the tracks become parallel) at Speedsville Road all the way to Fairview Mall. A stop can be placed where the tracks are parallel at the Speedsville and Eagle Street intersection so passengers can switch between the Fairview-bound train and the Ainslie-bound train. An additional option to consider is to take Coronation Road from the Concession</p>

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	Road-Coronation Road intersection all the way to the Delta.
E43	I think that you should try to find a route that does not affect so many homes, businesses and churches and so many more things.
E44	Make a stop at Eagle and Speedsville. Just up from that intersection, there are numerous factories, including Toyota employing 2000+ people. There are also 2000+ homes going in at Maple Grove/Boxwood. Who is this train for? Why would you build a train that wouldn't stop and take advantage of these opportunities?
E46	I'm glad to see the preferred route along Beverly street. I think this is an area which could benefit from redevelopment. Adding LRT to Water st. or Ainslie st. would have too many negative impacts. Beverly st area is a much better choice. I would like to see a link to a Go train off the LRT in Galt in the future. Hope that Go train and LRT in Cambridge (Galt) occurs A.S.A.P. Thanks.
E47	Unless this process is lip service, consider all of the challenges listed in the previous box.
E48	Do the people in Cambridge really WANT the LRT. The costs will go through the roof
E49	<p>While using the spur at Eagle/Hespeler and the rail line from the Delta to Beverley to avoid crowding the narrow roads of Galt downtown are both excellent uses of existing tracks, you may be missing an opportunity to use another abandoned stretch of rail along Eagle, which is also extremely cramped. The line runs north of Eagle, then behind Golden Years Nursing Home and continuing on paralleling the river until ending at the 401. The line crosses Speedsville ~400m from the Eagle/Speedsville intersection, whereupon the LRT run could turn onto Speedsville before turning onto Eagle. Eagle is much wider east of Speedsville/Concession and thus more suitable to host the LRT track. In addition, the actively used rail line that crosses Eagle just east of Concession will need to be dealt with. One of the people at the Phase 2 meeting mentioned that for short stretches the LRT could be powered by an underground supply rather than overhead, and you may be able to integrate such a stretch with an LRT station there that obviates the need to have an expensive full grade separation between the rail and LRT lines. One other thing is that the LRT runs through Waterloo Park and is a stone's throw from Victoria Park. For Riverside Park in Cambridge, however, while technically near an LRT stop, because of the river, in reality pedestrians would need to walk most of a kilometre from the LRT just to reach the park's entrance. As such, I would highly recommend integrating a pedestrian bridge into the LRT stop, providing a nice design focus for the stop, lovely views of the river and easy access to the park, not only for LRT riders, but to anyone south of Eagle in Preston who wants to visit it -- incidentally increasing the mind share of the LRT in the local community. It would be wonderful if, in the future, the Region had a Regional Parks Day, with events and games and vendors in each of the three LRT-connected parks, and with free LRT rides between the parks to integrate the whole into a seamless Regional experience. As a bonus, it would showcase the LRT as a Regional people mover. Lastly, while I recognize this is outside the scope of Phase 2, I will note that the rail line at Eagle/Concession runs under the 401, through Hespeler's downtown core near Queen St/Guelph Ave., and out to the north end of the Silver Heights neighbourhood. To integrate Hespeler into the transit corridor, it would be fairly easy to run DMU trains down that line, perhaps with stops at Lens Mill, Hespeler downtown, and north Silver Heights -- so a 6km, 4-stop line. At roughly \$10M per DMU set, sets plus a spare would be \$30M; even with upgrading the rail line to handle more frequent traffic, it would be a pittance compared to the entire cost of the LRT. For more on running DMUs as transit, take a look at Ottawa's O-Train -- a very successful and inexpensive re-development of a rail line into a limited-stop transit system. Their pilot project cost a mere \$21M in 2001 for an 8km, 5-stop, 15-minute service line -- saving a large amount of money by running on a single track with only a single passing loop located at the central stop along the line (Carleton). Would current transit levels justify it? Possibly not, but the same could be said of the LRT, and with a 2025 start date for the LRT they have a while to grow. With all three Cambridge town centres on high density rail transit, however, it would provide more incentive to use the transit system, and give traditionally neglected Hespeler residents a reason to support the transit improvement projects. It would also indicate that the GRT is seriously looking at Cambridge's unique needs and accommodating them as much as</p>

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	possible -- and even \$50M is little enough against a \$1.25B project to easily add a line to serve a significant sub-section of Cambridge. And, even further in the future, that line heads up to Guelph's Central Station, for a truly regional -- not just Regional -- transit system.
E50	See above. Plus destroying the quaint quiet qualities of Preston area. Plenty of room along 401 corridor for LRT without disruption of so many individual lives. Get CP rail to cooperate instead.
E52	some planning would be useful it appears so much like the cart before the horse. I have no confidence based on past performance that the Region will fund GRT to properly connect with LRT (ex 203 does not get to Toyota plant area early enough for workers to get to work so ridership is not what it should be also GO bus leaves Ainslie St but buses have not had schedules changed to accommodate riders getting to it by bus) so why should we think LRT will be any different big cost to do half a job either spend the bucks to do the job or don't do it at all
E53	* The impact to home owners and the livelihood of business owners. * The disruption to businesses during construction along these routes; King St in Waterloo provided a very good example of what will happen. * The traffic disruptions and detours caused by this construction especially along Eagle Street and Hespeler Road.
E54	Should travel through commercial areas, not through quiet neighbourhoods.
E55	Kitchener Honda was relocated to this location in 2012 from 1620 King St. East where there were similar issues with entry/exit onto the premises. At that location, long term growth was affected for over 30 years due to left turn entry being restricted by a meridian. The PPR threatens to create an identical situation to the problem at the previous location. As an example of how crucial easy access to a business is to its long term health, Kitchener Honda has already seen a doubling of sales within the past 5 years in comparison to its old location less than 5 minutes away. The PPR threatens the continued business health and livehood of over 50 employees working at Kitchener Honda.
E56	The argument made by ou many who oppose this is that the LRT will ruin the sleepy small town feel of Preston and Cambridge. People are concerned that mixed use development will come in. As a professional resident in my late 30summer, I find this small minded NIMBY ism to be counter productive. Cambridge must adapt and remain connected in order to continue to thrive. My reservations about this project have nothing to do with the development of sustainable transit and everything to do with ensuring that the development takes place ethically. I am not afraid of Cambridge changing.
E57	None
E58	I believe a better communication plan should be devised to share information with residents within the community of Preston. While notification may have been in local papers, personalized door-to-door notice should have been mandatory within several kilometers of the track. We were only made aware thanks to a flyer in our mailbox from a local resident. This infrastructure will have a large and lasting impact on this community - for better or for worse. Capturing the thoughts, ideas and perspectives of our community are key in development and design of this track.
E59	I am displeased about the N3 line, it will be going through a heritage community and destroying the footprint of heritage homes that has been preserved for over 50 years. The projected line is also supposed to go through a wetland, affecting natural species.
E60	The bridge over the rail tracks, is it for the LRT only? Why not for the road also? Would that not simplify things? And while we are at it, why not the bridge over the speed river also? This would be the slow death of the Preston residential area.
E61	See above.
E63	1. Freeport Hospital was identified in the first public consultation as a recommended stop. There was no mention of this in info pack 2. This oversight seems to defeat the purpose of the public consultation process. An assessment/evaluation of a stop servicing Freeport Hospital should be included in the next information package. Aside from providing valuable service to the hospital, a stop in this area would provide a link to the Walter Bean Trail system through Schneider Park. 2. Consider breaking down the route between River Rd and Sportsworld further. An option which utilizes the existing CP Rail Line along King St from River Rd to the far side of the Grand River

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	should be considered. This route could then divert from the existing tracks to travel along the rest of the current preferred route. This option would capture the benefits of integration with the River Rd extension and avoiding the CP Rail crossing on King, but would avoid the cost of a new bridge crossing the grand River. 3. Parking and pedestrian/cyclist access to the Water Bean Trail at Schneider Park should be maintained (i.e. the new bridge required as part of the current preferred route should be located between the existing CP Rail bridge and Freeport bridge).
E64	Has any thought been put into tunneling (ie. using boring machine similar to the ones used in Toronto's Eglinton Crosstown LRT) from the incline south of the Grand river to the Shantz Hill area and having the Sportsworld station being underground similar to a subway station.
E65	I've lived in Preston for 15 years of my life and the area for the N2 route is a mature neighbourhood! To bring a monster into the area would destroy it. Taking people's houses away is EXTREMELY WRONG! Go build your toy train elsewhere!
E66	You need to respect people's wishes and concerns, i.e. losing their homes and/or the character of their neighbourhood. Wildlife is also a major issue. Just because wildlife is consulted does not mean one should just ignore it.
E67	See above (Challenges). And what about ensuring LRT is working well in KW; before expanding to Cambridge??? Some residents of the region have even suggested (letters to editor - Kitchener Post, etc.) that both LRT - KW; and 2nd Stage LRT - Cambridge - should have gone to a vote as it is the taxpayers who are paying for the majority of it; and will continue to pay for it for years.
E68	Let me begin by stating that I have never before been compelled to write to anyone about an issue before now. I have lived in Cambridge (Preston) for over 25 years now. Currently I am employed in downtown Kitchener and, as such, frequently drive down Shantz Hill on my way home. For months I have wondered about the work being done on the side of Shantz Hill (tree and shrub removal, grading, etc.). To say I was surprised to find out that this work is being done in preparation for the ION route through Cambridge would be a gross understatement. I was under the impression that the ION route was still in the proposal stage. Why would this work be undertaken before the route was finalized? Efficient use of my tax dollars? But I digress. The more important question is why is the ION route being proposed to travel down Shantz Hill, cross Fountain Street (on an elevated platform so high as to accommodate transport trucks passing underneath), cross the river and then turn onto Eagle Street. I do not believe Eagle Street in Preston is not wide enough to accommodate two way ION travel, two lanes of vehicular traffic and sidewalks without the destruction of numerous multi-unit dwellings and businesses. Further, an elevated bridge over the existing rail tracks would severely and negatively impact the look and feel of Riverside Park. This proposal is appalling. Not only will it destroy numerous family homes and destroy local businesses (and possibly two houses of worship), it will do nothing to improve Cambridge. It will, however, obliterate the quaint feel of Preston. I beg of you please find a more appropriate route.
E70	Consider ridership. Who is actually going to use this LRT system? Take a look at any GRT bus in the Cambridge area and do a quick head count. So few people are going to benefit from this while hundreds will be inconvenienced by the construction process, whether it be through expropriation of property, reduced property values, etc. I don't agree with the LRT and see it as a huge waste of money, however, if this is going to proceed why is Toyota not being considered? A huge exposure to potential riders is being missed.
E72	we have buses that run this same route and are empty this should tell you how we don't need this save the environment.
E73	I think there should be an extra LRT stop for potential GO train station location. Otherwise, if GO train station is built in the future, people will be hard to access from the LRT system. The city can also consider extending the LRT to Dundas and Main, instead of turning on Beverley. There are two huge plazas and shopping centers on Dundas and Main, and more communities and schools are planned to build there. In short, the LRT should be extended to Dundas and Main, make a stop there, turn left on Main and go along with Main to back to Ainslie Street Terminal.
E74	Please tell me there are other options? Why not out Maple Grove and through all the businesses out there? Please be smart, come up with more options.

**TABLE E3**

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E75	<p>I would like to see K1 N1 looked at again to see if it is possible to run tracks beside the CP tracks. This would allow for a stop at King Street on the land in front of Riverside Park. That property would be a good area for Park and Ride and bus pick up to Conestoga College, Toyota, Boxwood Industrial Park, downtown Hespeler and is still central to downtown Preston. Consideration could be taken that the rail bridge be built over the river to join up with the unused tracks that run behind the houses on Eagle Street. I would like to see the bridge include provision for walking and cycling that would ease pedestrian and bike traffic on King Street to Riverside Park.</p>
E76	<p>You may want to leave the option open for "closing the loop" between Preston and the Delta, via Coronation or the rail corridor, at some point in the future. This would allow the Cambridge Memorial Hospital to be serviced. (I understand the rationale for spurring redevelopment along Hespeler Road though, so I'm still very much in support of rapid transit along that corridor first.) A Freeport Hospital stop may be desirable.</p>
E77	<p>Route changes are required. Traffic congestion when reducing roads that are already overcrowded and they should be expanded for vehicles. Elevated or underground railways to save roadway and properties should be considered. Shantz Hill, Hwy 8 or King st and Eagle are major traffic routes already plus they take the load of the 401 when issues arise making them practically gridlocked. I travel between Kitchener/Waterloo and Cambridge everyday and over the last few years my standard drive time is between 40 minutes and 1 hour. I can make trips to Mississauga quicker than I can get between these two cities now. It's absolutely stupid when it should be a 10 - 15min drive and this LRT won't help us get from home to work at present or reduce this traffic issue. Partnership with the existing rail company for changes both in routes and design for the LRT and the rail company to utilize existing or abandoned lands. Look into relocating the rail company so you can use their existing railway through Preston area for the LRT. Build them a track to bypass residential areas as they don't need any stops that I know of near the King St and Eagle st area. Our industry and work force within this area is all but gone now. Ridership profits both short and long term versus initial costs to build, run and maintain. Cambridge future building developments for an increase in both commercial &amp; residential ridership should be looked at again. Honestly how many will use the LRT everyday? For work purposes or just to shop? As it stands at the moment its a glorified transit to pick people up and take them to the mall or shopping, nothing more and a major waste of money. Making the LRT stop or future stops to major points of interest are needed and need to be known now not later. Hospitals &amp; medical (missing both Freeport and Cambridge Memorial), Go transit &amp; Greyhound (how can you miss the major hub at sportsworld), Conestoga College &amp; Schools areas, Or the sports and entertainment venues (new multiplex going in somewhere yet). One stop at a far side of Preston area won't cut it. Do you think people on the far end are going to ride the bus around Preston until it hits the LRT and then get on to go to Kitchener or farther into Cambridge or walk 20 plus blocks to catch it. It would be quicker to just drive. I can only imagine what the Hespeler people have to say. The Preston area is Heritage. It's peaceful and quiet. People comment when visiting here about this area and how much they love it. This route is about to remove all of this, destroy it. Hundred year old homes and generational residents gone. For people reading this and don't know, the "potential property impacts" is the actual loss, destruction and complete removal of homes and businesses so they can make room for the rail. The streets are not big enough and they need more than the front lawn to do it. The VP of transportation for WSP group says they will expropriate lands and the owners will not be given market value for the properties. Families and generations have put work, sweat, tears and even died to build, own and maintain their properties and your going to just take? What about the backlash if you forcefully take properties from 10 - 15% of your current population? What about the noise? How about the vibrations in the earth? Will the older structures that remain handle this? What about accidents, crashes and spills or even snow removal if you decide to take properties just so you can squeeze in the rail beside buildings and the current roadway? What about the flood plane? There have been restrict rules for building structures here and most residences can't even build a garage because of it so why or how are we going to be able to build rail on and around it? What is the timeline for the amount invested in this project including the running, maintenance and repairs before the added</p>

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	stops, future building developments and increased ridership will turn from a debit into a profit? My guess for Kitchener was 20 years with their future development plans so I am thinking about 40 years before this will be a viable solution to an alternative means of transit for Cambridge. I like that were thinking ahead for transportation but unfortunately it is way too soon to be building this type of system and we are about to waste a huge amount of money on something that will be in need of major repairs and replacement long before its usefulness.
E78	Cambridge is not just Preston. Cambridge also includes Hespeler and Galt.
E79	How many businesses will it bankrupt and how much will it congest traffic?
E81	The route to down Eagle street in Preston does not touch any local businesses and does not make sense.
E82	Yes, LRT can help revitalize Preston which is badly needed with so many businesses closing down, but maintaining the historical character of some of the older neighbourhoods needs to be strongly considered.
E83	Don't need this service. People are going to use their vehicles irregardless of the billions spent on LRT.
E85	F2a River Road Extension - Interdependencies between ION and River Road projects? Would a delay in one project cause delays and drive additional costs for the other project? - Would acoustic barriers be required with the increased noise levels?
E86	take a walk through the area you want to destroy before making a decision
E87	Feels very strongly that there should be a train that goes to Conestoga college. College and university students will be the largest number of riders.
E88	Helping businesses find alternative routes during road closures. Possible freak weather patterns, and drivers not complying with the construction closures. As the drivers in Cambridge tend to hate change and think they own the road. Proof in point with the round-a-bout at Franklin and Pinebush.
E93	At an earlier meeting, I asked two simple questions of the engineer in charge. 1. What was the current cost per rider on the GRT? 2. What was the estimated cost per rider on the GRT AFTER THE ION CAME INTO SERVICE And 3. What was the projected cost per rider in 5 and 10 years after the ION WAS COMPLETED. The engineers response was these were difficult questions to answer and that he could not tell me.
E94	How many people in Cambridge work along the KW route? I'm guessing not too many and if they are, could drive to the Fairway (or a Conestoga College stop). Coming the other way I'm guessing there are even fewer workers. Do we need this full extension at all? Take it to Conestoga and call it a day.
E95	Concerns of limitations on automotive traffic on major necessary existing critical roads.
E96	I am not even on the preferred route but will be thinking on moving not just out of Cambridge but out of the region if this is going to be the outcome
E97	I moved and picked this area do to the established area and the old homes in the area. It is near a beautiful Grand River trail for walking that will be changed with this coming in. This would be taking away my home I live in and where my grand kids visit and enjoy the back yard.
E98	consider running it along Conestoga Blvd instead of Hespeler Rd. Maintain the buses on Hespeler Rd, but run the train along Conestoga.
E99	We don't want light rail. It's corruption to build one. Increase bus frequency if needed. No need for wasting our hard earned millions dollars for lrt project.
E100	Approximately 7 yrs ago, I tried to buy land near the Eagle/Concession corner. The real estate was forced to tell me that the land was contaminated. BIG PROBLEMS when you start excavating contaminate land.
E101	Dreaming and off topic, but if there is ever an addition, a route from the Boardwalk along University with a terminus at RIM Park might serve Waterloo well ... Hey! SOMEbody dreamed this all up at some point! (Victoria/University loop?)
E102	There will be much whining and complaining, no matter what. It seems to cover the areas that need to be covered.

**TABLE E3**

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E103	Another option that should be considered is to have the LRT route leave Fairview Mall and follow Fairway Road east over the Grand River where it turns into Kossuth Rd. From there, it could do a loop by the airport and then head down Fountain street. At this point, there are a couple of options. You could take the route from Fountain along Maple Ridge to Sportsworld and pick up the existing proposed route there. Or, you could go straight down Fountain to King. Within Preston, the Eagle St route provides little benefit in terms of commerce and accessibility. I would take it straight down King to Bishop and then across Bishop to the Cambridge Town Centre on Hespeler Rd.
E104	A section of the KW route between Columbia St and the Expressway has 11 stops on roughly 9km of track. About 10.5km of track through Cambridge has only 6 stops. If you ratio it out, it's about half the number of stops. The stops we do see are on the outskirts of residential areas and on Hespeler Rd where nobody lives. I'd rather see the route pass through and stop in areas where people can walk to get on the train. Why does KW get more access to the ION? If that's not an option, why not run the train up the old rail line that branches off Eagle St at 43.402393, - 80.359160 You could bypass Eagle St almost entirely, run at a faster speed, and rejoin the line where you currently plan to turn off Eagle St at the Mitsubishi dealer.
E105	For \$4 billion you could have torn down all 3 of these malls and built the world's largest MegaMall in the heart of the Tri-city. Something which actually could have generated revenue! Instead your big idea is to build a trolley train for welfare people who don't drive, diminishing already over burdened roadways for cars. Meanwhile 90% of the buses are 90% EMPTY! Good thing the LRT is coming to the rescue to pick up the slack! Tax payers are buried beneath a mountain of your incompetence! Can't wait to see how much money the LRT loses over the next 10 years
E106	Probably none. I'm sure you're getting a lot of negative feedback about it. I've had people at my door wanting me to sign a petition against this route. Fact is, I'm not against it. Someone is going to be impacted by the route regardless of what route is chosen. The general attitude I'm seeing is "not in my backyard". Well it's going to be in somebody's backyard. I live in South Preston and my husband and I both think that going forward this will be a positive for our wee Town in the City.
E107	N [comment not completed]
E108	The purpose of the train is for intensification so expropriating 80-100 homes contradicts this. This needs to be built where there is room for apartments and businesses to be built. Shantz Hill should be avoided and the train should go near Maple Grove/Fountain/Speedvale area. There is room for construction and intensification and even a new subdivision on Maple Grove. Speedvale could be used to cross the 401. and then head to the Hespeler Rd.
E109	The effect of Uber and other upcoming alternative methods of transportation. I believe that 10 years will prove the project should never have happened in the first place. By your own admission only 7- 9 % of the population will use public transit. How are you dealing with the other 93% of the population that will never use it. What impact will self driving cars have on transportation in the near future?
E110	Noise and increased congestion! Not happy at all with the thought of the rail going through downtown Preston - are you kidding??? Please consider alternate route!
E111	From a holistic planning point of view, the City of Cambridge includes three major urban centres (previously the Townships of Preston, Galt, and Hespeler) in addition to its connective urban streets/corridors. The future planning vision for the Kitchener-Cambridge LRT system connection should address the Tri-Centre City Context for Cambridge and this can be planned in Phases rather than one Second Phase. The LRT system is essentially linear in nature and it makes more sense to have a direct line connection between the urban centres/nodes (Preston-Galt) along King St/Coronation Blvd rather than the zig-zag route along Eagle St and Hespeler Rd. Even though the Preferred Route aims at going along Hespeler Rd in Phase 2, it makes more sense to have the Hespeler Rd LRT line to connect Galt to Hespeler Town Centre (and there are different alternates). To complete the LRT system connection between Kitchener and the Tri-Centre City another line may be included in the evaluation and that is from Sports World Station and along Maple Grove Rd and then to Hespeler Township (forming a large triangle among urban centres). As mentioned this overall planning vision for the LRT may be done in several Phases. An LRT

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	system that connects the three urban centres of Cambridge with Kitchener is relatively more holistic and inclusive of different communities. At least this planning vision shall be included in the comparative evaluation and selection of the Preferred Route for each phase. Finally, thank you for giving the public the opportunity to give our opinion on the LRT Phase 2 Plan.
E112	I was told at the information sessions that consideration would again be given to taking Chopin instead of Eagle. I feel this is unfair because the property owners on Chopin would not know this unless they had reason to ask as it was not indicated on the maps showing the proposed route and so will not have reason to object whereas the owners of property on Eagle will. Therefore the feedback given will necessarily be more vocal from the latter group than the former.
E114	the personal impact of the development to provide one stop
E115	Impact to housing on Moore and Eagle.
E116	That there is no room to build without ridding resident of this city of their homes down Eagle Street. I can't believe this is even an option.
E118	No LRT KEEP BUS
E119	Sorry, keep it out of Preston.
E120	The cost of building of a bridge over the speed river and the cost to expropriate the properties required
E121	(same as above) <i>[note – this refers to comment E121 in Table E1 and Table E2]</i>
E122	The biggest issue I see is that the K-W Ion should be assessed once it's up and running, before we rush into starting the second stage, so that improvements can be made if needed (surely lessons have been learned about some of the decisions the "decision-makers" made for Stage 1)! I shudder to think what the traffic will be like on King Street (near Grand River Hospital) and Charlies Street, where 2 of 4 lanes have been removed to accommodate the ION. For most car drivers, I do not think the ION will be their choice of transportation. I really am eager to know what change in ridership you will see. Irregardless of a preferred route, I will never use it.
E123	stop and go parking for riders, central locations destroying homes and residential areas adding more noise to area
E124	While some people will be upset about the short-term impacts of having the route near them, those areas will significantly benefit in the long run.
E125	A thorough environmental study of Preston river wetlands needs to be undertaken in regard to the Ontario wetland strategy. 70 per cent if wetland in southern Ontario has disappeared so the planned route of this project needs reconsideration. More direct consultation with Preston citizens is needed to avoid potential litigation.
E127	Already have construction issues so minimize disruption.
E129	The initial LRT route is a regional service from Waterloo to Galt. Diversions from the shortest path weaken this premise and undermine its success. Some day there should be a separate regional transit route along Hespeler Road from Galt to Guelph. Whether that route is better served by LRT or BRT should depend on trip data and rights of way available. Hespeler Road is one of the most automobile-oriented areas of the Region. Public transit succeeds where it serves walkable business areas. Let's see how many bus passengers board and alight along Hespeler Road before building an LRT there. I would really like the data to prove the case for this route.
E130	Hello, I am writing to object to the ION transit system being routed up Eagle Street and to voice my concerns for the negative impact it will have on the Preston community and its surroundings, not to mention the tremendous financial impact it will have on taxpayers. While I can appreciate current construction for the betterment of Shantz Hill and the inconvenience it has caused to better move traffic through this already congested area; to further impose the ION route on this community would be an insult to Preston residents and wildlife. Why would the City of Cambridge, who opposes that any citizen cut so much as a tree branch off a city tree, destroy this communities natural habitat by imposing a massive bridge into our community, all while destroying heritage homes and disrupting lives in the process? This would be a blatant disregard for the community and speaks of the lack of concern for tax payers in order for the City of Cambridge to force their political agendas upon our community. The cost of building multimillion

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	dollar bridge system at the taxpayers expense is also a concern given that there are overall less taxing alternate routes to choose from such as Speedsville and Maple Grove road. As one of many concerned voters, I would ask that the ION transit system not be routed through the Preston community.
E131	- If they are going to go down Eagle, why not go down Concession since its a wider road and then continue on to the hospital? - Displacing Families that have lived in Preston neighborhood for generations. - Ruining the quaintness and quietness that makes
E132	Alternate route from Preston to Hespeler Rd: used old GRR Hespeler spur to avoid Eagle St. Then turn south to follow CN spur where you meet back up with preferred route crossing Eagle. Slightly out of the way, but avoids Speedsville/Eagle intersection and achieve higher speeds on dedicated ROW.
E133	No access to Toyota or Hespeler neighborhoods
E134	Forcing an unknown (and I am sure grossly underestimated cost) tax burden on several generations of Cambridge residents, is ill-conceived at best and at it's worst, ludicrous given the current employment, business and financial climate. This entire project needs to be reconsidered with full weight given to the size of the Actual Ridership who will use the service and the associated Initial and Operating Costs vs Income. Cambridge does not need another "White Elephant" Vanity Monument !!
E135	Road expansion
E137	It will impact homes and wildlife, This is not a good idea.
E138	What about people that have to drive on those roads? This will be a total mess. I have witnessed what has been done in Kitchener with this and definitely do not want that for Cambridge.
E139	The Region is reconstructing King Street in Preston, why do you not put the route down King Street!!!! What you are planning makes no sense.
E140	The design of the tracks needs to be reconsidered. Tracks built into existing roadways makes no sense as you are essentially putting a bus route onto rails. If the LRT's purpose is to provide a faster mode of transportation than one that is served by a bus network, then building tracks into existing roadways (whether down the middle or at the side), would face the same traffic delays as a bus at each intersection (traffic lights, pedestrian crossing, accidents,...etc.). LRT routes that go down a roadway should be done on elevated tracks. Elevated tracks make the most sense if we are truly going to put RAPID in the LRT. If an LRT does not provide a significantly faster mode of transportation than an express bus route, why go through the additional expense? Elevated tracks: - will not take up as much space on a roadway, thus reducing congestion by preserving the existing lanes for car/bus traffic. - reduces the need for cars to do u-turns at intersections. - will be significantly faster as it will avoid the inevitable delays at all intersections (imagine no lights, pedestrian crossing, accidents at intersections, ...etc.). - are safer as they will not be sharing the road with any other vehicles or pedestrians. Hopefully, we will not make the same mistake as Toronto with their TTC streetcars. BC has the right idea with their elevated rail lines. Unfortunately, Waterloo has to deal with the existing non-elevated rail lines now. Let's not make the same mistake in this phase!
E142	Eagle Street is a busy, congested street. The traffic is heavy at the best of times. - It is the main, most direct route for police, fire and ambulance. All day .... all night. - It is also the route for many school bus stops and pick ups. - The overflow when the 401 has an accident and then Eagle becomes a parking lot. - Check the ridership. Even during peak times, there are only a handful of people riding the buses. Why do we need to spend money on LRT -- we have so many other more important infrastructures that are in need. - COST
E143	the impacts to property
E144	The stretches between Sportsworld and Preston and Preston and Pinebush could allow for more stations in the future at Shantz Hill/Preston Parkway and Eagle/Concession/Speedsville. I would like to know more information about what alterations could be made to bus routes to take into account the reorientation to ION stations. <i>[comments about a specific property redacted]</i> What potential is there for intercity service to Guelph from either the Sportsworld or Pinebush stations?

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	This is a missing link as significant as the gap between Cambridge and Kitchener before the Grand River Transit merger.
E145	Consider the least disruptive route
E146	The route will work well provided the rest of the system allows riders outside walking distance easy access to all the stops not just the Cambridge Centre and Ainsle Terminal. I think, looking at all the proposals this is by far the best. The time line for construction is concerning. This should be coming sooner rather than the drawn out process that is proposed. If this takes as long as proposed I fear Cambridge residents will become very upset and their complaints stemming from years of fighting will undermine the project ultimately leaving us with no transit. This will only further distance and alienate Cambridge from the rest of the region. The major issue is the properties on Eagle st. Why not make Eagle a one way street from Sherring to King? The value of that road is the lights to turn left onto King. There are many ways to enter into the neighbourhood that making Eagle one way wouldn't impact much and would save many homes and private property.
E147	Ridership. Where the concentrated pockets of destinations are between Fairview Mall and Cambridge. Conestoga College, Toyota plant, Hospitals etc.
E148	Who needs this service. Where they live.
E149	How about the impact on the people of Preston? We will lose the small town feel we have now. How can this transit system be worth losing up to 150 mature trees and up to 70 of our homes? There are heritage homes on this proposed route that will be affected or destroyed. How can the city not care about the impact on the estimated 60-70 homes! This is where we live! The raised route from Shantz Hill will be an eye sore to the area. What impact is this going to have on our wetlands and wildlife? What about the impact on traffic through Preston? Preston is a byway when the 401 is busy. But most of all, is there a gain of getting the LRT that is worth more than the loss of the unique attributes that Preston provides Cambridge?
E150	The impact on families in the downtown Preston area and the city's historical heritage.
E151	Cost of two railway underpasses on Eagle-Hespeler Rd. route, estimated cost (2016) \$50 million apiece (information from Hamilton LRT office). LRT's first objective should always be built to best serve the travelling public, and not strictly as a development tool, and development possibilities must not influence the choice of routing. Doing so is a disservice to both transit riders and the taxpayers. Development influenced by LRT development is desirable, of course, but should always be considered a secondary benefit.
E152	If we're honest about the ION route in Kitchener and Waterloo, one has to admit that the look of the infrastructure that supports it, i.e. the steel structural columns and overhead wires and cables, are not attractive. Hespeler Road is already one of the least attractive stretches of road in Waterloo Region - with dozens of oversized free-standing pedestal signs; dozens of temporary signs (there are often 50+ temporary signs between the Delta intersection and Highway 401); and more right in turns into businesses than are necessary. I recognize that this is a Regional project, but the City of Cambridge should be challenged to improve the look of Hespeler Road by changing its sign bylaw to reduce the number and size of pediment signs, and to eliminate temporary signs - otherwise Hespeler Road will only look worse after LRT construction. And the Region and the City should study the number of entrances that are required to get to the various commercial strips - with a goal to reduce the current number of entrances. Are there any issues with soil contamination from 19th and early 20th century manufacturing, along Eagle (east of King Street), in the vicinity of the former Clare Brothers and Pattinson factories? Is it possible to include a "kiss and ride" pull over(s) and a commuter lot(s) along the line at one or more of the stops in Cambridge. There are people who may be inclined to take the LRT to get to Kitchener and Waterloo if they can be dropped off at a stop or park their car at a stop - it's not reasonable to assume that everyone will be close enough to walk to a stop or that they will take GRT to a stop. I don't know the distance from the proposed crossing of the Speed River, at the bottom of Shantz Hill, to the Grand River. However, is this crossing too close to the eagles that nest along the Grand? Won't the eagles will be disturbed on an ongoing basis by the sound of the LRT as it comes down the hill and crosses the Speed? Will their feeding grounds, i.e. the two rivers and

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	the confluence of the rivers just west of the proposed Speed River crossing, be impacted? When the Region planned for and built the River Road expansion bridge over the Grand River, I believe there were negotiations with the Six Nations because their treaty rights include the river. How will this project be effected by First Nations Treaty Rights?
E153	Think of a different route, we don't want to move!
E154	Originally the route was to use existing rail tracks coming into Preston, however, this route doesn't show that. The impact to the Preston area would be minimized if it used the existing access. Preston (especially the old section) where you want to come over the river to get to Eagle St. is a quiet neighbourhood that will be impacted by the noise of the ION. Also going over the river here will be an environmental impact, I know the experts will say it won't but it will. Habitat will have to be removed, trees, etc. to provide right of way. This will impact the trail system and green space. I have been trying to figure out since I heard about ION of what the purpose of it is. I think once this question is answered then people would be able to make a more informed decision and the route would be easier to come up with. Is it to attract people to the cores? Is it to get individuals to leave the car at home? Is it to get people to and from work? Should it be tied in to the multiplex? Put the multiplex at Conestoga (best place for traffic) and have ION go past it. Maybe should publish bus ridership numbers so individuals have a better idea of benefits. Maybe the BRT route should mimic the proposed ION route to see what the ridership is? Including proposed stops. Maybe should use a raised ION track along the river to Hespeler Road? I keep hearing talk about we can't do this because of flood plain etc. but if we use existing rail we don't need to worry about it.
E155	Number one consideration is that using the rail corridor in Preston to cross over the Speed River would be ideal. This could avoid some impacts on properties and Heritage Homes in Preston along Moore and Eagle Streets. It would also avoid traffic issues at King and Eagle Street which is a heavily used intersection. The discussion of the dam of the Speed River at Riverside Park should be re-considered; if the dam were removed rather than re-built the cost savings could be used for LRT construction. Additionally this would make the "mill pond" into a narrow, free flowing river that would require a shorter bridge for LRT crossing, and it would afford more land on either side of the river to build on. This is a plan meant to help revitalize the area, and putting money into transit would be far better than a 'historic dam' that holds stagnant, putrid water in a beautiful park for much of the year. Lastly, I feel that the topic of the rail company not bargaining is not sufficient. For a project of such a magnitude, this needs to be dealt with, and an agreement has to at least be considered- we are probably a decade away from this project, surely we can do more than write it off as "the rail company won't discuss it with us". If this cannot be done, please certainly consider the impacts on the Bob McMullen linear trail in Preston. I understand that elevated track is needed to descend Shantz hill and cross the Speed River; ideally the crossing will permit the continued enjoyment of this well used trail. It would also be excellent to incorporate a pedestrian bridge below the train, where the LRT crosses the river as this would allow pedestrians easy access to the path that is to be added along Fountain Street (heading towards the roundabout on Blair road and giving access to the RARE Trail). It will surely add complexity/cost but it would add considerable value by joining up several trails which are especially important for commuters who ride a bicycle to work (or eventually to the LRT station!)
E157	Please see my response above,
E158	Don't tear down anyone's homes or make the traffic impossible. This wrecked havoc in KW and a lot of people had to move or went out of business over the LRT.
E159	The amount of people that will be displaced because their property will be taken from them to allow this to be built will be a huge problem, especially if what is offered for their property isn't enough to allow them to relocate properly. The housing market around here is insane as is, and now this project will essentially be flooding the market with even more home buyers, driving prices even higher! People will start leaving the region when they can no longer afford housing here, which in turn will lower the use of the LRT. It's a bit of a catch 22 here but honestly the fewer people that are impacted the better.
E160	People are going to be mad!

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
E161	Preston is a small town and it should stay that way. Preston is over burdened with traffic as it is and having 90' LRT trains running through Preston will be insane. Also Preston has been under siege with construction projects for many years now, isn't it time to give Preston a break from all this construction?
E162	Affecting property, narrow streets, property values, noise pollution, historic buildings and traffic conditions in village of preston. Why not use existing corridors to hespeler rd. Instead of through preston, like running Parallel to highway or existing rail lines? Not happy about the fact it is going through the heart of preston. And through eagle st and king st intersection which already has lots of congestion issues. Use the industrial corridor along the highway.
E163	Currently the Region of Waterloo is anticipating future growth with a vision of a water pipeline to Lake Erie to support water demands but these schemes will no longer be a viable because the Trump administration is cutting the Environmental Protection Agency's budget for Great Lakes protection from \$300 million to just \$10 million dollars. We will loose Lake Erie as a potential water supply as a result. The River Road Extension plan is a very bad idea because our Region is the largest region in Canada dependent on groundwater. The River Road Extension is a direct threat to known primary recharge areas and home to a high number of federally protected endangered species. The need is there to assess how much water we risk to loose not only in terms of both lost water volumes but in lost water quality. I've already secured concessions with the MOE Minister, by way of a Part II order, to further studies on road salt impacts associated with the River Road extension but now with the additional bottle neck traffic that a two lane road scenario could introduce, the need is there to also consider the particulate risks of the additional smog generated by idling traffic making the transition from 4 lane highway to a two lane system. With continued budget cuts and weakening of US policy we must also prepare for increased acid rain and smog blowing in from the US as a threat to our localized air, water quality and human health. Do we even have the water to provide for our current growth rates or the money to support the costs for such infrastructure projects?
E164	It would be inexpensive and easy to get to the Franklin GO and Multiplex site after the Downtown stop, we would just go back up Beverly again, but then veer right through the available old Joy Mfg. property, eastbound and upgrade to the GO track, across Franklin on the available south side lane of the bridge. There could be huge ridership benefits to adding a Park and Ride terminal at this end of the line, and also of serving the Multiplex, and considerable land savings, with this much shared parking. It may also be possible to use the old Cambridge Towel Mfg. which is adjacent, for more parking. Also a terminal on Franklin, in the middle of the main city bypass, would have the best access possible, certainly better than the poor access at any of these proposed stations near Samuelson or Grantham.
E165	Not sure if it's new, but the impact on Eagle St appears to be significant. I own a home with two very large and old trees that provide shade in my front yard. I am very concerned about them being removed. Also, I find getting in and out of the driveway there a hassle already. The amount of traffic going down Eagle is quite high and for being a narrow two-lane road I am concerned that it will be an absolute mess trying to add a rail line to the equation. It appears that this is the only section of the proposed line that runs through a very established residential section of the city.
E166	Traffic chaos at eagle/king area!!! omg it is insane to think you would add lrt to the equation! Also trails and river thru this area should be protected and preserved at all measures!
E167	What side of Eagle St is the track going to be built? There are points on this road where it is already pretty narrow (Cambridge Surplus/A&M Wood). MUST take into consideration the heritage of Moore/Eagle. Ensure that the train travels at low speeds on these streets to ensure the safety of pedestrians and the cars driving on the already narrow streets. Consider a stop at Eagle & Concession - will allow more people to take the LRT due to proximity of houses. Although Eagle Street will basically need to be reconstructed/re-engineered and re-planned; it is a much better option than avoiding Preston and going north towards Maple Grove. Yes, there are be new houses planned to be built, but in reality, these people are buying detached, new houses and do not have the mindset to leave their car at home. It is the population that lives in high density, older neighbourhoods with a higher walkscore already that are more likely to take the

**TABLE E3**

Comment No.	What new issues or information do we need to consider about the Preliminary Preferred Route?
	LRT. These people are already used to a neighbourhood that is transit and pedestrian friendly. I strongly believe that if the LRT were to have a stop along Maple Grove that there would be little usage compared to the stop in Preston.
E168	Consider the flavour and of existing residential neighbourhood. Consider that Eagle Street is an EDR route for the 401. Make use of existing rail corridors. Consider a more expensive but less impactful route. Boxwood route (while longer) seems more reasonable.
E169	More stops?
E170	People will be displaced in Preston if the rail goes through. If you use the existing rail line that goes through Riverside Park, it would not have this impact
E171	I'm sure the businesses along the route are happy. I suggest making them pay part of the cost as their slight benefit will cause disruptions for thousands of people who travel to work between Kitchener and Cambridge.
E172	I would suggest using the piece of rail that goes along speed river, that is sort of parallel to eagle st. This would limit the amount of homes that need to be taken from people. Then the track should come across to Hespeler Rd NORTH of Pinebush Rd and having the LRT stop somewhere in the Walmart smartcentre that is north of Pinebush Rd and Hespeler Rd. A lot of people use that shopping centre and it would be a lot easier to access then the current proposed stop south of Pinebush.
E173	Shantz & Fountain is one the most busiest intersections in Cambridge....adding a train is CRAZY. What happens when there is an ACCIDENT on 401....which occurs quite often. The alternate route is PRESTON....adding a train will only make TRAVEL worse.
E174	Cambridge needs a new route for traffic including mass transit. The KN N2 [K2 N2?] route should be re-considered with the following changes: increase train speed through industrial area and think "LRT work to home" for people working in the Maple Grove area to increase ridership (not a consideration at this time). In addition a 4 lane bridge over the 401 linking Speedsville Rd / Witmer St / Eagle St allowing for traffic and LRT; thereby having an effective route bypassing Shantz Hill/King St. The Fountain St bridge over the 401 should be restricted to GRT,emergency vehicles, bicycles and pedestrians to divert traffic to Speedsville and Maple Grove. The bottom line is that LRT is not practical to introduce while ignoring the fact that this major artery no longer serves the best interests of anyone. I compare it to not having the #8 bypass off the 401 to Kitchener or not having the Fischer Hallman Rd extension, and still having to use Westmount Rd to enter south Kitchener.
E175	Please - use common sense. It's less expensive to run it straight through to Preston, than on Hespeler. The fact that this route is going up Hespeler Road is a bit silly. Hespeler is a very busy road, with zero residential, a lot of factories, and commercial like shopping malls or power centres that people already use their car to get to. It would make far more sense to run the LRT along Dundas/Coronation/King and meet up in Preston, with stops at the Delta, Hospital and Eagle (Maybe one other stop at Bishop), express to Sportsworld and from there on to Fairview. The whole point of an LRT is to get from point A to point B quickly. Right now, there are far too many stops on the ion brt. This mistake cannot be allowed to reoccur with the LRT.
E176	I read some comments suggesting it should go down King St to the delta, but most of King St would be hard pressed to be redeveloped and more people go along Hespeler Rd than Preston. A lot of responses don't seem to understand that King St is the only path to Fountain St and there aren't any close detours.
E177	Is a station needed between Fairview and Sportsworld? This seems like a long distance between stops. While a stop at Freeport may have limited passengers, there are a number of reasons to include it: 1. It would serve one of the region's major health care facilities. 2. Interchange with 2 existing bus routes. 3. Interchange with Walter Bean Trail - walking and cycling.
E179	I would like more weight put on the options that have "lowest travel time" and "most potential riders". If we are doing this big project, let's do it right and make sure it is going to be well used - even if that means higher initial cost. Obviously we still need to balance other factors, specifically environmental impact.

**TABLE E3**

<b>Comment No.</b>	<b>What new issues or information do we need to consider about the Preliminary Preferred Route?</b>
E180	I really can't see any new issues with the preliminary preferred route
E182	Financial details with respect to this part of the plan. Remember the fiasco regarding RIM park?
E185	Many new businesses are being located in the Maplegrove/Boxwood/Speedsville Rd area and they are not being serviced with this route. If the Region of Waterloo & City of Cambridge want to attract/retain businesses this area needs to be serviced. Speedsville Rd offers a bridge across the Speed River.
E186	Cambridge will benefit in a sense by connecting residents to higher paid jobs in Waterloo, however you are displacing people who are not qualified for those jobs and now will be forced away from the downtown where they may or may not work. I would hope you are consulting with Cambridge Self-Help and the Bridges to discuss what these changes and construction will do to the Galt downtown. Perhaps it will revitalize the older industrial sites with new industry for the working poor in Cambridge, but perhaps it will just be more upscale condos that no one can afford like the proposed Gas Light district. I can see affordable housing being a bigger issue once this is complete.
E187	the ridership of the buses that travel in the south Eagle Street area is non existent ... this area certainly does not need the LRT....use the existing rail line that comes into Preston at Riverside Park and pick up the old spur line that goes to Hespeler and that way Hespeler can be included in the ridership where it can meet up with Highway 24....would this not make more sense and save a lot of homes and congestion on the roads....These lines were used many years ago with the rail travelling between Kitchener, Preston and Hespeler....check the old maps out. Although CP Rail does not want us on their lines, could we not utilize the property that runs beside the rail line from Sportsworld down to Riverside Park in Preston, where there would be parking and also by crossing the Speed possibly the dam could be repaired at the same time as a new bridge could be built with 2 lines, one for the LRT and one for CP Rail, and then connect on the old spur line to Hespeler with a stop there and then connect to Hwy 24. This saves a lot of homes and families from being uprooted or inconvenienced on Moore Street and Eagle Street in Preston. It saves the crossing of wetlands, greenbelts and trails. It would save building the high unsightly bridge on Shantz Hill and it keeps our entrance to our beloved town of Preston.
E188	Has anybody considered the public's safety in making these decisions. There are school buses that run up and down Eagle St with stops for the kids.
E191	I think it is missing out by not going to Conestoga college. Students that live near the college are very isolated. Many don't have cars and if the ION went there they would connect with Kitchener and Cambridge more. Also students current living in other areas would be able to use it to get to school. It is currently a long bus ride for anyone living in Waterloo and I am sure it is also for Cambridge student. These students are also our future passengers, If they get use to using the train now when they don't have a car, they are more likely to use it when they are older.
E193	End-to-end travel time and potential for residential intensification.
E194	Consider what the design of phase 1 has shown for operating speeds. Hespeler Road is the fastest adjacent route (80kph effectively), and if we have design speeds of less than even the posted car speed, we stand very little chance of converting potential ridership, as well as of attracting development to Hespeler Road itself. We learned from phase 1 that sometimes "cost" of a route is a misnomer. Many routes with faster travel times, greater ridership potential (the reasons to choose transit routes) are apparently discarded for cost, but the cost of opportunity forsaken is much higher. Similarly, the aim of having zero impact on vehicular traffic goes against the idea of making transit more appealing and competitive, and makes as much sense as widening the 401 (to make car traffic more appealing) while asking for GO trains (which we are making less appealing). When we seek to avoid realigning rail segments or building bridges or burying hydro corridors, in order to perform work on roadways, have we not learned anything of the costs to UpTown and Downtown due to road closures, compared to the relatively smooth and disruption-free construction on the north and south ends of phase 1 along the rail spurs? Surely that is a valuable piece of information.
E197	timeline, cost

**TABLE E3**

<b>Comment No.</b>	<b>What new issues or information do we need to consider about the Preliminary Preferred Route?</b>
E200	If this route goes through Preston you will have to destroy many house to make the route. A very bad idea and not thought out very well. In doing this you will also destroy what Preston is.
E201	Access to the deer ridge community and riverbank community could get isolated during construction periods. Both have limited and or no convenient routes to avoid this construction on King. The Deer Ridge and River Bank Accesses will always have to remain open.....
E203	Another alternate route, at least to have a more direct route to downtown Cambridge (Ainslie St. Terminal), would be to have the train travel down Hwy 8 - King St. (Preston), Coronation Blvd. (Around Cambridge Memorial Hospital) and then continue along Dundas St. (by Delta Centre). Not only would this route run through downtown Preston and connect that downtown area with the rest of the LRT. It would also connect the LRT riders to Cambridge Memorial Hospital. That route would also be a shorter distance to run LRT track, at least for the initial LRT setup in Cambridge. This route would also avoid having to consider expropriation of land from property owners along the heavily residential areas of Eagle St, and also avoid heavy delays for motorists along Hwy 24 (Hespeler Rd.) which could drive people away from the businesses that line that heavily used road.
E204	Speed. Making it an excellent alternative to driving.
E205	That there are actual families with significant ties to the area who will be hugely and negatively affected. The streets that will be impacted are narrow and not ideal for the introduction of a light rail system. The families living in this area will have to be relocated to make room for the transit system.
E207	Why is there no stop at Freeport Hospital when it goes right by there?
E208	add station between preston and pinebush
E209	Would be nice if it came by Conestoga College so students could take LRT to school just like the Universities.
E212	Grading.
E213	Connectivity to Go Transit + non-401 connection with Toronto through Milton Go Station
E214	With construction closing the bridge on Fountain St. from Cambridge towards Conestoga College, depending on construction times for the LRT, it will be very difficult for people to get around at the bottom of Shantz Hill/Sportworld area.
E215	I am troubled by politician's statements I've read or heard on TV, saying that the LRT is about "in-building", not about transportation. This makes no sense to me. I am an aging person. I am among the many people who will quit driving in the next decade, whether by good judgment or by medical/legal requirement. We were hoping TRANSPORTATION was going to improve. Thanks for this chance to say so.
E216	The tax and monetary issues as well as property disputes as well as traffic congestion.
E217	Add a station at Freeport Hospital.
E218	I think this on the right track. The effectiveness of it will depend on how GRT bus routes are aligned with it.
E219	The impact on lane reduction in these areas as it is not as high density as phase 1.
E220	Increasing the already heavy traffic through that area
E221	By the time this even gets off the drawing board, will we really have any use for it as the region and the city of Cambridge will be bankrupt by grandlinq's wasteful spending? We will have teleport machines in place and functional before they will ever get this started.
E222	I would like to see the route that is decided on to be traveled using buses over a 3-6 month period (what ever time the Board decides would be a reasonable time) to run the route with the exact amount of stops . This would give the public there voice and impact by measuring the ridership. This then could determine if the route has to be altered or accepted.
E223	How to have the fewest possible links between residents and the LRT. I live in Hespeler and over the years we have had to get a bus to the former Smitty's Plaza (now the SAIL plaza), then wait for a bus to Walmart, then wait for a bus to (Preston). I hope you will remove the hub from the SAIL plaza and arrange all connections to go to the LRT stop at Hespeler Rd. The same

**TABLE E3**

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	should apply to Preston. If someone wants to go from (say) the hospital/medical centre to the LRT, it should be one bus.
E224	Usage rates, population densities along selected sites or ease of public parking.
E225	I'm happy with it.
E226	Impacts on the abutting Preston residential area.
E227	Please emphasize connections to bus routes and intercity travel (GO, VIA, etc)
E228	I recently used go transit, and am able to use a Presto card for that and a lot of places around the GTA. This may be a reasonable option to keep things consistent.
E229	Please don't put it through the Shantz hill area. More lanes are needed there, not more entities clamouring for the same small space. And PLEASE, no more round-a-bouts. Please consider putting at least sections of the rail underground. Though more expensive, it will save resources and hassle further in and allow for smoother growth in areas near the light rail system.
E234	I travel Hespeler from the Delta to 401 and seldom see ANY passengers at any of the shiny new bus stops built last year to serve ION express buses. What evidence is there to support the belief that replacing buses with LRT streetcars will attract huge numbers of passengers? Streetcars are outdated today. Planning must include the arrival of driverless cars using UBER type services. LRT will be a massive waste of \$\$.
E236	There needs to be a branch from Waterloo to Conestoga College. Hundreds (thousands?) of students and employees at the College live in Waterloo and areas of west Kitchener. In addition, there is a need for lines from Preston and from Ainslie St to the College. It is a mistake to ignore the needs of those individuals for efficient rapid transit service. The enrolment at CC is increasing annually. The number of private vehicles driven to the College is increasing with this enrolment. The College cannot add more parking space without using land that could be used for future expanded teaching facilities. Many students struggle financially because they must buy a car to travel to the college. Can a branch be added from Hespeler across Maple Grove Rd to Sportsworld?
E237	The route only goes from one Mall to another. We have Buses, Regular Buses, Go Buses and most of them only have a few passengers on them.
E240	I think from a future planning perspective, more consideration should be given to servicing Boxwood.
E242	The cost vs actual ease of usage
E243	Consider the ridership that would use Freeport as a stop, and find some way to add a stop between Fairway and Sportsworld.
E244	Installing electric vehicle chargers in the parking lots. It is time to electrify the routes of our city for all the citizens and commuters we rely on. This will also lessen the environmental impact of the project and support clean vehicles.
E245	None that I can think of.
E246	There is a lot of people living and working between the proposed Preston and Delta stops that will not be served by this LRT proposed route.
E247	The LRT should encompass all three of Cambridge's downtowns. The route should follow King st to the delta.
E248	Cost to the taxpayers
E249	It appears route option K-3 (south of Highway 8) has been eliminated as a feasible route alternative due to property impacts and impacts on the Grand River floodplain. This route would have eliminated 2 highway crossings. However, if ION is going to cross Highway 8 twice, it does open up the opportunity for a stop in the vicinity of King St E and River Rd. Trains will need to move at a slow pace through this intersection regardless and there is opportunity of an off-street station on the Southwest corner. Another option for a station addition could be at the 401. New ramp alignments would create otherwise undevelopable space and a park-and-ride and intercity transit facility here could be feasible. The area around Sportsworld station could then be dedicated to intensification. Of the available alternatives within the study area, I believe the

**TABLE E3**

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	<p>preferred route option is the best option. However, given costs and constraints of this option, I believe it would be prudent to expand the study area while construction and upper level funding are still a few years off. Given the extensive amount of property acquisition required on Eagle St, cost associated with the CP grade separation, and difficulties associated with converting a busy truck route along Hespeler Rd into a string of livable communities, it may be preferable to avoid serving Hespeler Rd altogether. Alternatively, routings paralleling King St through Preston and along Coronation Blvd should be re-considered and costed. I do understand that proposing a Phase 2 routing along Coronation Blvd route would significantly change the council-approved route, run contrary to the existing plan for Preston Towne Centre, and that any potential for re-urbanization on Hespeler Rd would be diminished or deferred until the ION bus corridor is upgraded in a later phase. However, the endorsed route was approved before we knew that running the LRT via the CP ROW between Kitchener and Cambridge was infeasible and the necessity of a CP grade separation at Eagle Street and associated costs were known. Starting and ending at common points, an LRT route beginning at Eagle St and ending at the Delta following Queenston/Coronation would be roughly 4.8km vs 7.4 km following Eagle St, the rail spur, and Hespeler Rd. The amount of property impact through Preston would be roughly equal. A shorter and more direct route would have the potential to reduce end-to-end travel times and reduce overall project cost and property impact while still achieving many of the intensification objectives of the Hespeler Rd alignment. An LRT right-of way could feasibly be constructed within the existing road envelope along Coronation Blvd with very little property impacts outside of a station and development node at Cambridge Memorial Hospital. A Coronation Blvd route also has the advantage of avoiding almost all existing rail corridors except for at Dundas St where grade separation already exists and could be modified to run LRT. While it is likely not feasible to run a dedicated right-of-way along King St E given current streetscape plans, a route running the length of Preston parallel to King St E would still have good potential to bring new life and interest to an existing urban core. Potential development nodes could exist around stations in the vicinity of Eagle St, Downtown Preston (Westminster), and near King/Bishop. Property impacts through Preston could be further mitigated if the light rail route were split (not preferable), the route were run in mixed-traffic with high priority on a low-volume road such as Queenston, or if the road LRT was travelling on was converted to a one-way operation. There are more than enough other parallel streets that would be able to absorb the traffic impact that mixed-traffic or one-way operation would cause and if the road is designed with appropriate corner radii and bump-outs, and signal priority could actually assist in calming traffic on the street. I hope that these alternates are worth further consideration and I look forward to future developments on this project.</p>
E250	<p>Potential GO train location. Park and ride access (maybe at the shopping center / GO bus area). Sports complex location. Minimize going through residential area ( Eagle St )</p>
E251	<p>K1+N1 is preferable to spare many heritage homes and service the Preston core. K2+N3 is not ideal because this route provides a much-needed LRT stop but affects homes belonging to my neighbours and me, who are all long-time residents.</p>
E254	<p>After what happened with Vanier-Traynor, a person who walks and does not drive a car needs to walk the entire route to look for desire-/demand-paths that would be negatively affected by fencing to know where all crossings need to be.</p>
E255	<p>Strongly suggest consideration and drawing up of option for route down King St/Coronation Blvd as an alternative to Eagle/Hespeler. Better service to shops, business and services in downtown Preston. Would include service to hospital and Preston Memorial Auditorium. Road is already wide for less impact on properties and drivers. Would encourage growth along King St bringing new life to some areas that could really use the help (eg. King/Bishop to King/Dolph area). LRT route should reflect where existing transit users and the types of people who use transit in Cambridge would like to go. It seems to me shops, businesses, residences and services along King/Coronation are more likely destination points than either the stops at Pinebush or CanAmera Pkwy.</p>
E257	<p>Try going down Wilson Ave. across to the Museum and come out on Homer Watson. Homer has an island down the middle all the way to the 401 for the LRT and services both colleges with a lot</p>

**TABLE E3**

<b>Comment No.</b>	<b>What new issues or information do we need to consider about the Preliminary Preferred Route?</b>
	of residents along the route, then head down the 401 to Sportsworld and pick up the route you have to Ainslie St. Terminal.
E258	What is/are the primary goals - i.e. service the industrial/commercial spaces or more residential?
E259	another stop on eagle st